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# THIRTEENTH ANNUAL REPORT

OF THE

BOARD OF DIRECTORS

OF THE

PENNSYLVANIA RAIL ROAD COMPANY,

TO THE

STOCKHOLDERS.

FEBRUARY 6, 1860.

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1860.



OFFICE OF THE PENNSYLVANIA RAIL ROAD CO..

Philadelphia, March 5th, 1860.

At a special meeting of the Board of Directors, held this day, the following Preamble and Resolutions were adopted :

The Board of Directors of the Pennsylvania Rail Road Company have heard of the sudden, and most unexpected, demise of their late colleague

**WILLIAM B. FOSTER, Jr., Vice President,**

with profound sorrow. The long and intimate official relations existing between Mr. Foster and many members of the Board, ripened into that personal friendship and esteem which will render his memory dear to them, and perpetuate their recollection of his many virtues.

As an officer he was courteous, but exact in the performance of his duty. As a member of the Board, his views were just, his counsel always highly esteemed, and his manner of enforcing opinions conciliatory.

*Resolved*, That in the death of WILLIAM B. FOSTER, JR., this Company has met with a loss difficult to replace, and the members of the Board a colleague for whom they had unbounded confidence and the highest esteem.

*Resolved*, That the Board deeply sympathize with the bereaved orphan children and relatives in their sad loss, and that the Secretary be instructed to furnish them with a copy of these resolutions.

*Resolved*, That the Board will attend the funeral service on Tuesday, the 6th instant, and that the President be requested to close the office on that day, as a mark of respect to the memory of the late Vice President of the Company.

By order of the Board,

EDMUND SMITH, *Secretary.*



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# DIRECTORS, 1860—1861.

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BY THE STOCKHOLDERS.

J. EDGAR THOMSON,	JOHN HULME,
WASHINGTON BUTCHER,	G. D. ROSENGARTEN,
WILLIAM R. THOMPSON,	WISTAR MORRIS,
JOSIAH BACON,	G. W. CASS, Pittsburgh,
THOMAS MELLON,	W. H. SMITH, Pittsburgh.

BY THE CITY OF PHILADELPHIA.

JOHN M. KENNEDY,	SAMUEL T. BODINE.
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(One vacancy, in consequence of the death of Benjamin T. Curtis, Dec. 4, 1859.)

BY THE BOARD.

THOMAS A. SCOTT,

(To fill the vacancy caused by the death of William B. Foster, Jr., March 4, 1860.)

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PRESIDENT.

J. EDGAR THOMSON.

VICE-PRESIDENT.

THOMAS A. SCOTT.

TREASURER.

THOMAS T. FIRTH.

SECRETARY.

EDMUND SMITH.



## ANNUAL MEETING.

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*Philadelphia, February 6, 1860.*

The Annual Meeting of the Stockholders of the Pennsylvania Railroad Company was held at 10 o'clock, A. M., at the Sansom street Hall.

On motion of Mr. Lewis Elkin, the Hon. Alexander Henry, Mayor of the City, was called to the chair, and on motion of Mr. A. J. Derbyshire, Edmund Smith was appointed Secretary.

The Secretary read the Annual Report of the Board of Directors for the year 1859.

Mr. Lewis Elkin offered the following resolution:

*Resolved*, That the report of the Board of Directors for the year 1859, be and the same is hereby accepted, and that it be published in pamphlet form for the information of the stockholders.

Mr. John M. Kennedy moved to amend, by referring the report and accompanying papers to a Committee of Stockholders, for examination, with instructions to inquire into the *pro rating* policy of the Company, and to report to an adjourned meeting of the stockholders.

The amendment was not accepted.

After full discussion, on motion, the amendment of Mr. Kennedy was laid on the table.

The resolution of Mr. Elkin was then adopted.

Mr. Moncure Robinson, submitted the following resolution:

*Resolved*, That the following be adopted as a permanent by-law of this Company, repealable only by the stockholders in general meeting, viz: The President of the Company shall give his undivided attention to its affairs, and shall not hold a sala-

ried office in, or receive a compensation for services from, any other Company.

After a lengthy debate which followed, Henry M. Phillips, Esq., offered the following, as a substitute, which was accepted by Mr. Robinson :

*Resolved*, That the Board of Directors be and are hereby instructed to require from the President his exclusive attention to the business affairs and interests of this Company, and that he shall not act as a salaried officer of any other railroad, canal, navigation or improvement company.

Pending the consideration of this resolution, on motion of Mr. Lewis Elkin, it was

*Resolved*, That the further consideration of the resolution offered by Mr. Phillips, be and the same is hereby postponed till the next annual meeting.

On motion of Mr. J. M. Kennedy, it was

*Resolved*, That the President be requested to memorialize the Legislature for an amendment to the charter of this Company, providing that the City Councils of Philadelphia alone shall have power to fill any vacancy occurring from any cause, in the City's representation in the Board of Directors.

Mr. Lewis Elkin offered the following resolution, which was not agreed to.

*Resolved*, That the President and Directors be requested to publish, hereafter, their annual reports in two daily newspapers, at least one week before the annual meetings of the stockholders.

Mr. John M. Kennedy, offered the following resolution :

*Resolved*, That the President and Directors be directed to prepare and publish, for the use of the stockholders, a statement setting forth in detail the relative charges on through and local freight, with a general exposition of the *pro rating* system.

In the discussion that ensued, it was stated that the Annual Report, in brief and explicit terms, exhibited the policy pursued by the Directors, on the subject of the resolution.

On the question being taken, the resolution was not agreed to. Then adjourned.

ALEXANDER HENRY,  
*Chairman.*

EDMUND SMITH, *Secretary.*

# THIRTEENTH ANNUAL REPORT.

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Office of the Pennsylvania Railroad Company.

Philadelphia, February 6th, 1860.

*To the Stockholders of the Pennsylvania Railroad Company :*

In obedience to the requirements of the Charter of the Company, your Board of Directors submit their report of the operations of your road during the past year, and the condition of the Company at its close.

The recovery of the manufacturing and agricultural interests of the country from the consequences of the financial revulsion of 1857, and the failure of cereal crops of the west, for that, as well as the preceding and succeeding year, has necessarily been slow.

Under these circumstances, we could scarcely have hoped for any material increase in the traffic of the road during the year 1859. The increase has, however, been steady, and exhibits a general improvement in the sources from whence the revenue of the Company is derived.

The earnings from freight, owing to the extreme low rates obtained during a considerable portion of the year, (in consequence of the competition between the New York Central Railroad Company and the transporters on the Erie Canal,) do not correspond with the increased tonnage of the road.

The following condensed statement exhibits the results of the operations of your road for the year 1859.

Earnings of the Company from the road :—

From Passengers,	-	-	\$1,420,912	43
“ United States Mails,	-	-	74,483	00
“ Expresses,	-	-	75,120	00
“ Freights,	-	-	3,656,111	15
“ Miscellaneous sources,	-	-	135,728	63
				<hr/>
				\$5,362,355 21

Expenses of operating the road were :—

Cost of Conducting Transportation,	-	-	\$1,333,041	00
“ Motive Power,	-	-	864,076	92
“ Maintenance of Road,	-	-	671,100	19
“ Maintenance of Cars,	-	-	190,278	34
“ General Expenses,	-	-	72,241	70
				<hr/>
				3,130,738 15

Net earnings of the Road, -	-	\$2,231,617 06
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The earnings of the road, as compared with those of the preceding year give an increase of \$177,024 53.

The increase of earnings from first class passengers amounts to \$73,355 99, while the earnings from the emigrant business show a decrease of \$24,680 91; leaving as the increase from the whole passenger traffic the sum of \$48,675 08. This increase was mainly derived from the local travel upon the road, and is due to the increased facilities afforded for this character of business. The Philadelphia Division shows an increase equivalent to a passage over the whole division of from 169,379 in 1858, to 196,488 in 1859, and on the main line of the Harrisburg and Lancaster Road, from 109,481 in 1858, to 124,244 in 1859,

notwithstanding the competition between Harrisburg and Philadelphia by the Lebanon Valley Branch of the Philadelphia and Reading Railroad.

The whole number of Passengers transported by the Company during the year, was 1,459,110, and the miles travelled amounted to 54,839,691, or an average of 37 5-10 miles per passenger. It affords much gratification to the Board to renew the statement made in the last annual report, that, notwithstanding the large number of passengers carried over the road, not a single life has been lost.

The freight earnings for the year amounted to the sum of \$119,904 84 more than was derived from this source in 1858. The increase is due entirely to the local business of the road, which has exceeded that of 1858, 110,937 tons, while the through freight, amounting in all to 233,606 tons, has only increased 12,396 tons.

The miscellaneous earnings show an increase of \$8,444 61, as compared with those of the preceding year.

The whole tonnage moved upon the road during 1859 was 1,170,240 tons, exclusive of 70,875 tons of wood, coal, lumber, &c., for the use of the Company. Of this tonnage, there was transported in the cars of the company 210,903 tons of coal, and 210,722 tons in the cars of individuals, making the entire movement of coal 421,625 tons; an increase in this traffic over the preceding year of 81,087 tons. The amount of coal delivered in Pittsburgh, during the last year, was 100,302 tons, varying but little from the amount for the year 1858.

For more full and precise information in regard to the earnings and expenses of the road, the kind and amount of tonnage, and for numerous interesting details, the stockholders are respectfully referred to the tabular statements from the Controller and Auditor, which will be found appended to this report.

The result of the year's business should be gratifying to the shareholders, as demonstrating the value of their property, and the strength of its position. Your Board of Directors



have not only been enabled to declare three per cent semi-annual dividends, clear of State tax, but have had a balance sufficient to justify the creation of a sinking fund for the redemption of the Second Mortgage Bonds of the Company, in accordance with previous intimations to these bondholders.

The funds furnished to the Trustees of the Sinking Fund have been invested by them in the shares of the Cumberland Valley Railroad Company, to an amount of more than one-half of the capital stock of that company. This investment yields a full interest upon the outlay; it also protects the business of this Company from the undue influence of other interests.

The roadway has not only been maintained in complete order during the year, but it has passed the period at which railways usually attain their maximum cost for "Maintenance of Way." Owing, however, to the quality of the iron used in its construction, the Pennsylvania Railroad has just reached this point. The amount of iron supplied for repairs, during the year, is equivalent to fifty miles of track, which, with the present extent of line, is about the quantity that will be annually required to keep the road in good condition. A lower rate of speed, for both passenger and freight trains, would materially lessen the wear of the rails and machinery, and effect important savings in the cost of working the road in nearly every department.

To attain high speeds, heavy and powerful locomotives must be used, and additional safeguards rendered necessary to compensate for the increased risk involved. The destructive effects of these heavy machines moving at high velocities can be readily appreciated by every one, and it is therefore a matter of surprise that railway managers should persist in this practice. This Company cannot, however, reduce the speed of its trains, or advance its through rates, and retain its customers, while its chief competitors continue to insist upon an adverse policy.



The earnings of the Canals owned by the Company, for the year 1859, were

From the Eastern Division,	-	\$152,871 23	
“ Juniata Divisions,	-	26,824 49	
“ Western Divisions,	-	15,514 04	
“ Miscellaneous Receipts,		2,339 62	
		<hr/>	\$197,549 38

The expenses of maintaining the Canals for the same period were as follows:

For Repairs, Renewals and En-			
largement,	-	-	\$140,105 07
For Superintendence, Collectors,			
Locktenders, Weighmasters,			
Stationery, &c.,	-	-	35,347 31
		<hr/>	175,452 38

Leaving net earnings of the Canals,	-	<u>\$22,097 00</u>
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The increase in the Canal revenues over those of 1858 was \$18,449 30, and the increased expenditures were \$51,394 06, embracing the sum of \$24,294 79 expended in the re-erection of a bridge over the Susquehanna river at Clark's Ferry, which had been blown down by a severe storm, and also an expenditure of about \$8,000 incurred for steam towage, rendered necessary in consequence of the destruction of the bridge. The remaining portion of the increase of expenses was incurred in deepening and enlarging the capacity of the Eastern Division of the Canal.

The amount of coal transported on the Canals of the Company during the year 1859, was 515,366 tons, being an increase over the preceding year of 104,634 tons, and the amount of lumber transported increased from 95,770,453 feet in 1858 to 120,074,675 feet in 1859, giving an average increase of tonnage of about twenty-five per cent. The gross revenue of the canals has not, however, increased in the same ratio as the tonnage, owing to a

reduction of tolls rendered necessary to retain this traffic in its customary channel.

The enlargement of the Susquehanna and Wyoming Canals, which it is understood will be effected before the opening of navigation in the ensuing spring, will so reduce the cost of transportation on the whole line as to allow a restoration of the tolls to their former limit. It has been the policy of this Company, (contrary to public expectation,) to cultivate the trade upon their Canals and develop the resources of the region of country contiguous to them, in order, if possible, to render them productive property.

These Canals were received from the Commonwealth in a very dilapidated condition; the prism of the canal being so reduced as to scarcely afford more than a depth of three feet of water throughout. This condition of these works rendered it impracticable for those engaged in transportation on them, to contend successfully with the railways for the traffic of the country traversed, and the consequence was, that at the time the Company received possession of them, their trade was gradually declining.

Upon the Eastern Division the depth of water has been increased to a minimum of five feet, and the other divisions of the works, where any trade of importance was to be accommodated, have been restored to their original capacity. No portion of these Canals, except the Eastern Division, (of 46 miles in length,) is self-sustaining; but it is hoped that the Juniata Division, as far west as Huntingdon, may ultimately be made to produce some net revenue.

The management of the entire line of Canals has been placed under the immediate direction of Thomas T. Wierman, Esq., Civil Engineer, who has conducted the affairs of this branch of the Company's service with commendable judgment and economy.

It will be seen from the Statement of the Treasurer, annexed to this Report, that there has been received from Shareholders in payment for the Capital Stock of the Company, up to

January 1st, 1860 .....	\$13,249.125 00
And from loans, &c.....	9,307,038 32
Mortgages & Ground Rents remaining on Real Estate purchased,.....	315,479 11
Amount of Bonds due the State of Pennsylvania, for purchase of Main Line of Public Works...	7,300,000 00
Balance of Interest and Dividends due to Stockholders, and State Tax on Coupons and Dividends unpaid.....	45,349 63
Balance to credit of Contingent Fund.....	406,874 23
Balance to credit of Profit and Loss, after deducting discount on Second Mortgage Bonds sold during the year.....	732,966 39
	<hr/> \$31,356,832 63 <hr/>

Which has been expended as follows :

Cost of Road, including Engineering, Land Damages, Fencing, Machine Shops, Engine Houses, Station and Warehouses, Car-Sheds, Water Stations, Foremen's and Tool Houses, and Shop Machinery, between Harrisburg and Pittsburgh, and Station and Warehouses on the Philadelphia Division.....	\$16,904,525 16
Less Profits of Road after paying interest to Stockholders, up to November 1st, 1855, credited to cost of Construction as required by charter.....	589,185 79
	<hr/> \$16,315,339 37 <hr/>
Cost of Main Line of Public Works, purchased from State of Pennsylvania.....	7,500,000 00
Cost of Equipment of Road, including Locomotives, Freight, Road and Passenger Cars.....	2,974,473 23
Cost of Real Estate of the Company.....	1,644,030 62
Cost of Telegraph Line.....	45,264 28
	<hr/>
Amount carried forward.....	28,479,107 50

Amount brought forward.....	\$28,479,107 50	
Extension of Pennsylvania Railroad to Steuben- ville and Pittsburgh Railroad.....	5,214 09	
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Total Cost of Roads and Canals belonging to the Company.....	\$28,484,321 59	
Amount of Stock of the Pittsburgh, Fort Wayne and Chicago Railroad Company.....	816,050 00	
Amount of Bonds of Municipal and Railroad Corporations .....	46,712 50	
Amount of Bills and Accounts receivable.....	805,134 65	
Amount of Sinking Fund.....	\$482,230 00	
Less this sum to be paid in in- stalments of \$10,000 per month, from Income of Road,	204,975 00	
	<hr/>	\$277,255 00
Amount of Fuel and Materials on hand for Shops, Repairs of Locomotives, Cars and Maintenance of Way.....	316,549 10	
Balance in hands of Agents.....	269,941 91	
Balance in hands of Treasurer, December 31, 1859.....	340,867 93	
	<hr/>	\$31,356,832 68
		<hr/>

There has been charged to Construction and Equipment Account, for the past year, the sum of \$758,547 26, which has been expended in completing a continuous double track from Pittsburgh to Lockport, and from Johnstown, in Cambria county, to Barree, in Huntingdon county, leaving a space of 16 5-10 miles to be filled up between Lockport and Johnstown, and of 55 9-10 miles between Barree and Harrisburg, (in all 72 4-10 miles,) to complete a line of double track for the entire length of your road.

The other portions of this expenditure have been made in extending the shops at Pittsburgh and Altoona; the construction of sidings, warehouses, and passenger stations on the line of the Philadelphia Division, (Philadelphia and Columbia Railroad,) and in the increase of our car equipment; details of all which will be found in the tabular statement, marked B, hereto appended.

These expenditures have in part been met, as well as a payment to the State of \$100,000 on account of the Main Line purchase, by an increase of the funded debt of the Company, the remainder, after providing for the payments due to the Sinking fund, having been contributed from the profits of the road.

The erection of a passenger station at Pittsburgh and one at Lancaster, a warehouse at Johnstown, and the extension of the second track from Barreé to Petersburg or Huntingdon, also the cost of reaching a Delaware terminus, will require an expenditure to be provided for in 1860.

The practical working of the road since the purchase of the Philadelphia Division, has demonstrated the importance of a change in the distribution of the motive power of the line, which will render necessary the enlargement of the accommodations for it at Harrisburg, and throw out of use intermediate shops. It is estimated by the General Superintendent that the cost of this improvement, under which the road can be operated in three divisions, would be fully covered by the saving effected in the motive power and transportation departments in a single year.

The Pittsburgh, Fort Wayne and Chicago Railroad Company, which has from time to time received pecuniary aid from this Company, has been in operation from Pittsburgh to Chicago, during the entire year 1859. Its increased revenues during that period, over those of the preceding year, when we consider the depressed condition of the trade of the North West, should be deemed quite satisfactory. Had the older portion of the road and the machinery been maintained in good, effective condition, the net results upon that road would have been such as to restore confidence in the enterprise. The heavy expenditures on these accounts have left but a small amount to be applied to the liquidation of the floating debt, and the advances required for the extension of the line to Chicago.

This floating debt consisted chiefly of the aggregate of that of the three companies composing the consolidated line, which, at the time of consolidation, was much larger than prudence justified. It was carried mainly by a hypothecation of its bonds.

The protection of these bonds from sacrifice has been the chief cause of the failure to meet the interest on the several first mortgages.

Under the belief that the floating debt creditors received too much consideration from the Directors, to the injury of the first mortgage bondholders, the latter applied to the United States District Court for the appointment of a Receiver. This proceeding was concurred in by the Board of Directors, after a change in the officer had been agreed upon, and the decree of the court so arranged as to equitably protect all interests involved. The decree of the court protects, as far as practicable, the interests of the Pennsylvania Railroad Company, while it relieves the working of the road from vexatious interruptions from its creditors.

Your Board of Directors, in pursuance of resolutions passed at your last annual meeting, advertised for proposals for property suitable for a terminal depot on the Delaware river, at any point between the mouth of the Schuylkill and two miles above Richmond. Under this invitation offers for property at different localities were received and referred to the Chief Engineer of the City, for estimates of the cost of reaching the several properties offered. The report of this officer was published for your information. After a careful consideration of this report, and an examination of the various sites by special Committees of the Board, a location was determined upon with remarkable unanimity, at the foot of Washington street, immediately above the Navy Yard. Every member of the Board, except one, fully believed that the place selected is, under all the circumstances, the best adapted to the purposes for which a river terminus is required.

The object to be attained by a terminus on the Delaware, is the reduction of the cost of placing the products of the West, and of the interior of our own State, received via the Pennsylvania route, at a point where cheap storage and good shipping facilities can be obtained, and thus secure our due proportion of these products for transportation, intended for shipment coastwise or to foreign markets. The requirements for such a site were economy in the construction of a road to it, adapted to the use of loco-



tive steam power, convenience of access, ample space at moderate cost, and proximity to the business centre of the city.

The location at the foot of Washington street was early determined upon in the minds of a majority of the Board, as the one which would best meet these requirements, and the only difficulty experienced in arriving at a definite conclusion was, as to the continued use of locomotives upon that avenue. After maturely considering the subject, the Board became satisfied that the great interests involved in the enterprise would be sufficient to control this question, while to reach any other point suggested, there was no route that could at all compare with it in cheapness of construction, or superior to it in accessibility from the business centre of Philadelphia, unless it was that via Market street, which required, to make it available, municipal and individual concessions that it scarcely seemed reasonable to ask.

The large sum required to complete the Callowhill street connection, added to the high price of land at its terminus, placed it beyond the consideration of the Board as a project to which they felt justified in contributing any considerable amount. The sum required to consummate this connection, if it had all to be furnished by the Pennsylvania Railroad Company, would be so large that the interest upon it would defeat the main object sought in reaching the Delaware front—that of reducing the cost of placing produce on ship board. To render this route available for the object intended, the parties constructing it would necessarily have to sink the larger portion of their investment, as the interest upon the cost of the improvement must form part of the charge for transportation over it.

Under existing arrangements, a large portion of the Western products brought to Philadelphia pass directly through to other markets, for sale, storage or shipment, where superior facilities are offered. One of the objects to be obtained by ample accommodations on the Delaware front, is to retain the produce on storage, in warehouses at the wharf, until the owner determines upon his market. This accumulation of produce will inevitably

attract shipping to this port, and create that competition for freights now so much desired.

The route adopted also affords the advantage of connecting (by a short branch road) directly with the City Gas Works, which would effect a saving in transportation and handling of the coals annually consumed by them, equal to the interest upon the cost of extending the road from West Philadelphia, (its present terminus,) to a connection with the Philadelphia, Wilmington and Baltimore Railroad east of the Schuylkill. A connection with the latter road at the west end of Gray's Ferry Bridge, may be made at small expense, which, combined with an extension of the Philadelphia and Reading Railroad to the Pennsylvania Railroad, on the west bank of the Schuylkill, would enable the former company to supply the region of country reached by the West Chester, and Philadelphia, Wilmington and Baltimore Railroads, with coal, instead of passing it, as at present, along Broad street.

It has been the policy of your Board to seek an increase of traffic for the road by securing freights destined to every part of the world, in all cases where they believed they could add to the profits of the shareholders, while they have with equal care sought to protect the manufacturing and commercial interests of Philadelphia, whose means have been so liberally embarked in the enterprise, by such differences, in her favor, in the rates of freight, as are due to the shorter distance it is to be transported to and from the West. More than this could scarcely be asked of this Company, and more, if demanded, would not be permitted by the competing lines of transportation between the East and West. During the past year the New York Central Railroad Company, in an unreasonable (if sincere) effort to bring the rates to and from New York to the same level with those of Philadelphia and Baltimore, sacrificed hundreds of thousands of dollars to herself and rivals, without attaining her object, beyond temporarily destroying the uniformity of these differences in rates.



It is with feelings of regret that the Board have to record the decease, during the past year, of Benjamin T. Curtis, Esq., elected a Director to represent the stock interests of the City of Philadelphia. Always prompt, courteous and affable in the performance of his duties, he won for himself the confidence and esteem of his colleagues.

Your Board of Directors refer to the accompanying report of the General Superintendent, and those from the heads of other departments of the Company's service, as containing much valuable detailed information—quite too voluminous to be embodied in this report.

In conclusion, it is with great pleasure that the Directors record their appreciation of the skill, zeal and fidelity of the officers to whom the details of the management of the road and Canals is more immediately confided.

By order of the Board,

J. EDGAR THOMSON,

*President.*

WM. B. FOSTER, JR.,

*Vice President.*

Dr.

A.  
GENERAL ACCOUNT.

Cr.

	Dollars.	C.		Dollars.	C.
To Capital Stock.....	13,243,125 00	00	By cost of road, including Engineering, Land Damages, Fencing, Machine Shops, Engine Houses, Station and Warehouses, Car Sheds, Water Stations, Foremen and Tool Houses, and Shop Machinery, from Harrisburg to Pittsburgh, and Station and Warehouses on the Philadelphia Division.....	\$16,904,525 16	
First mortgage six per cent. dollar bonds, payable 1880, \$4,905,000 1875, 2,300,000			Less profits of road, after paying interest to stockholders up to November 1st, 1855, credited to cost of construction, as required by charter.....	580,185 79	
Second " " sterling " 1875, 1,639,680			By amount paid State of Pennsylvania, for Philadelphia and Columbia Railroad.....	\$6,500,000 00	16,315,829 37
Bonds due the State of Pennsylvania, bearing 5 per cent. interest.....	7,300,000	00	By amount paid State of Pennsylvania, for Canals and Portage Railroad.....	1,000,000 00	
	16,153,080	00	The above division being made upon their supposed relative value.....		
To amount of mortgages and ground rents on real estate, \$315,479 11			By cost of equipment of road, including locomotives, freight, road and passenger cars.....	7,500,000 00	
To bills payable.....			By cost of real estate of the Company.....	2,974,473 23	
To accounts payable.....	246,999 85		By cost of telegraph line.....	1,644,080 62	
			By extension of Pennsylvania Railroad to Stenbenville and Pittsburgh Railroad.....	46,264 28	
To contingent fund.....			By amount of stock of the Pittsburgh, Fort Wayne and Chicago Railroad Company.....	5,214 09	
To interest and dividends due to stockholders, unpaid.....	\$20,308 60		By amount of bonds of municipal and railroad corporations.....	816,050 00	
To State tax on bonds and dividends, unpaid.....	25,041 03		By amount of bills and accounts receivable.....	46,712 50	
* To balance to the credit of profit and loss, after deducting discount on second mortgage bonds sold during the year.....			By amount of sinking fund.....	806,184 65	
			Less this sum to be paid in instalments of \$10,000 per month, from income of road.....	204,975 00	
			By amount of fuel and materials on hand, for shops, repairs of locomotives, cars and maintenance of way.....	277,255 00	
			By balance in hands of Agents.....	316,549 10	
			By balance in hands of Treasurer, December 31st, 1859.....	263,941 91	
				340,867 93	
				<u>31,356,832 68</u>	

\* The amount of Tonnage Tax for 1859 and part of 1858, (omitted in the above statement,) claimed as due by the Commonwealth of Pennsylvania, amounts to \$872,442 05

## General Statement, showing Receipts and Payments on account of the operations of the road for 1859.

	Dollars.	C.
To receipts from the business of the road during 1859.....	5,211,771	37
To receipts from the business of the canals during 1859.....	200,886	82
	5,412,658	19
By amount of Transportation expenses, tolls paid other roads, Insurance, General Office expenses, tax on Bonds, Capital Stock, Real Estate, &c., (the amount of ordinary State Taxes paid being \$123,541 92,) loss on sale of uncurrent funds, &c.....	2,862,266	33
By expenses of Canal, ordinary and extraordinary, including cost of rebuilding Clark's Ferry bridge across the Susquehanna, destroyed by a storm.....	177,677	61
By dividends paid to stockholders.....	788,744	63
By interest on First and Second Mortgage Bonds.....	528,819	87
By interest on bonds due the Commonwealth of Pennsylvania.....	370,000	00
By surplus profits of the road and canals, for the year 1859, after payment of interest, dividends and other items as above, omitting tonnage tax, (\$266,134 28,).....	685,149	75
	5,412,658	19

E. &amp; O. E.

Philadelphia, December 31st, 1859.

THOS. T. FIRTH, Treasurer.

## B.

## Statement of Expenditures charged to Construction and Equipment, 1859.

Graduation.....	21	track.....	\$19,686	97
Bridge Masonry.....	"	"	16,565	73
Bridge Superstructure.....	"	"	31,847	16
Road Superstructure.....	"	"	221,313	11
Right of way.....	"	"	6,283	38
Real Estate.....	"	"	92,164	50
Foremen's and Tool Houses, and Fencing.....	"	"	5,112	61
Locomotives.....	"	"	13,805	65
Freight Cars.....	"	"	155,348	24
Passenger Cars *.....	"	"	42,913	40
Road Cars.....	"	"	250	00
Station and Warehouses—Philadelphia Division.....	"	"	70,116	17
Shops, Engine Houses and Shop Machinery.....	"	"	65,317	97
Miscellaneous Items.....	"	"	17,817	27
Total.....			\$758,547	25

\* Chiefly the purchase of one half interest in the contract for carrying passengers on the Philadelphia and Columbia Railroad, belonging to R. J. Ross, and the cars owned by the contractors. At the time of the sale of the Main Line, this contract was protected by the terms of the bill, and was purchased during the year from the owner. The other half belonged originally to the Company.

# REPORT

OF THE

## GENERAL SUPERINTENDENT.

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Office General Superintendent of Penna. R. R. Co.

Altoona, January 1, 1860.

To the President and Directors of the  
Pennsylvania Railroad Company.

GENTLEMEN:—The Annual Report, embracing operations of the line for the year ending December 31st, 1859 is herewith respectfully submitted.

### EARNINGS.

From Transportation of Freights,	-	-	\$3,656,111 15
“ “ First Class Passengers,			1,371,498 32
“ “ Emigrant “			49,414 11
“ “ United States Mails,			74,483 00
“ the Adams' Express Company,	-		75,120 00
“ Rents of Property,	-	-	41,682 29
“ Individuals and Companies,	-	-	36,859 92
“ Incidental Receipts,	-	-	57,186. 42
			<hr/>
			\$5,262,355 21
			<hr/>

Brought forward, - - \$5,362,355 21

## EXPENSES.

Motive Power, -	-	\$864,076 92
Conducting Transportation, -	-	1,333,041 00
General Expenses, -	-	72,241 70
Maintenance of Way, -	-	671,100 19
Maintenance of Cars, -	-	190,278 34
		<u>3,130,738 15</u>

Net Earnings, - - - \$2,231,617 06

The revenues, as compared with those of 1858, show an increase of \$177,024 53 in gross earnings, and an increase of \$68,235 04 in the net earnings.

Statements of each item of expense in detail, and all statistical information connected with the operations of the line, will be furnished in the report of the Controller and Auditor.

Your attention is invited to the report of the Engineer of the Company, and also to those of the Master of Machinery, General Foreman of Car Department, and the tabular statements from the several Departments, all of which contain valuable and interesting information.

In consequence of the policy adopted by our competitors for the through traffic, during the past season, the average earnings per ton per mile of each road, has been largely reduced.

The following exhibit will show the operations of our line with freight traffic during the past three years :

	Tons moved one Mile.	Receipts.	Expenses.
1857	139,994,548	3,482,303 58	2,149,867 07
1858	162,121,735	3,663,484 29	2,089,700 75
1859	180,333,140	3,791,839 78	2,121,589 44
	Receipts per Ton per Mile.	Cost of Movement per Ton per Mile.	Net Earnings per Ton per Mile
1857	$\frac{2,487.4}{100,000}$	$\frac{1,535.7}{100,000}$	$\frac{951.7}{100,000}$
1858	$\frac{2,259.7}{100,000}$	$\frac{1,388.7}{100,000}$	$\frac{970.8}{100,000}$
1859	$\frac{2,102.7}{100,000}$	$\frac{1,176.4}{100,000}$	$\frac{926.3}{100,000}$

Notwithstanding the heavy reductions in rates, and the general depression of the great staples of Pennsylvania, our balance sheet shows a handsome increase in gross receipts and net earnings over 1858, that should be satisfactory to the owners of the property.

It gives me great pleasure to state that another year has closed without the loss of a single life of any passenger on your line.

We have carried during the year 1859, 1,126,489 first class passengers, and 10,761 emigrant passengers, being an increase in number of 107,585 passengers over those carried in 1858; and have moved during the same period 1,180,115 tons of freight. The trains have been run with their usual regularity and freedom from accident, a result that can only be attained by the prompt and satisfactory performance of duty by your employees in every department of the service.

During the past year we have expended large sums for the renewal of cross-ties, iron rails, iron bridges, and other matters essential to preserve the property of the Company in thorough condition. We have now 212 iron, stone and brick bridges on the line. The remaining wooden structures are all in good condition, and will be gradually replaced with iron or other permanent structures as renewals become necessary.

There has been added to the equipment since December 31st, 1858—

1 locomotive.			
144 8-wheeled coal and lumber cars.			
57 8	"	box	"
78 8	"	stock	"
20 8	"	wood trucks.	
7 4	"	box	"
3 4	"	coal	"

We have also maintained, and now have in good condition, all the rolling stock embraced in the annual report of 1858.

The experiment made during the year 1859 with coal-burning



engines, has demonstrated the entire practicability of substituting bituminous coal as fuel for locomotives instead of wood, providing, as it does, a much more reliable article at a greatly reduced cost. In a short time all passenger trains on this road will be moved with coal-burning and smoke-consuming engines, at a saving in cost of fuel of about 50 per cent.—after allowing for the increased expense of repairs due to the use of coal in lieu of wood.

In addition to the experiment referred to by the Master of Machinery, with passenger engine No. 166, belonging to this Company, we have had the privilege of testing a passenger engine belonging to the Philadelphia, Wilmington and Baltimore Railroad Company, constructed after the plans of Mr. Dempfel. Its performance was very satisfactory. Average consumption of Broad Top coal, running between Harrisburg and Philadelphia, for the three trips made, was  $36 \frac{4}{10}$  lbs. per mile run. The maximum amount consumed on any one trip was 40 lbs. per mile, the minimum  $28 \frac{8}{10}$  lbs. per mile.

The engineer in charge was not familiar with the line, which prevented as good results as might otherwise have been obtained. The engine made steam freely and maintained an average pressure of 110 lbs. Its performance exhibited a remarkable degree of freedom from cinders, smoke, &c.

An arrangement has been made for lighting the passenger trains with gas.

The Loughridge ear brake, worked by the engineer of the locomotive, has also been introduced on all our through passenger trains. Its practical working has been such as must satisfy the most skeptical as to the increased safety it insures to the trains. All trains running at high speed should be provided with this brake, or some similar device that will place the absolute control of the train in the hands of the engineer. Such improvements tend to render the working of our great thoroughfares safer for the traveling public. All practical improvements that tend to promote the comfort or safety of our patrons, will be duly considered and adopted.

In order to accommodate the increasing travel in a satisfactory manner, suitable passenger stations should be provided during the coming season at Philadelphia and Pittsburgh.

My acknowledgments are due to the officers and employees in every department for their faithful and satisfactory discharge of the duties assigned them, thus enabling me to make a report that may be considered as highly creditable to their efforts.

Very respectfully,

THOMAS A. SCOTT,  
*General Superintendent.*



# REPORT

OF

## THE MASTER OF MACHINERY.

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Office of the Master of Machinery.

Altoona, January 1st, 1880.

THOMAS A. SCOTT, ESQ.,  
General Superintendent.

DEAR SIR :—I beg leave to submit the following as a summary of the operations of the Motive Power Department for the year just closed.

At the date of the last report there were 209 locomotives on the line. Since then one first-class passenger engine, built by Messrs. M. W. Baldwin & Co., and furnished with Smith's plan of fire-box, using bituminous coal, has been added.

Engines Nos. 145 and 152, have been sold to the Delaware and Raritan Railroad Company.

Engines Nos. 127, 92 and 96, have been hired to the Pittsburgh, Columbus and Cincinnati Railroad Company, to be returned by them in first-class condition, with compensation for their use.

We have at this time 131 engines in first-class condition.

40	"	in running order.
28	"	in shops for repair.
6	"	out of service.

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Total, 205

Compared with last year, this statement shows, as to the relative condition of our power, an increase of 8 engines in first-class condition, and a decrease of 11 in shops for repair.

The tabular statement of the Chief Clerk of Motive Power Department will show in detail the mileage, (freight and passenger,) the cost of repairs, and the expenses of each engine during the past year.

The following abstract shows that there have been run by engines—

#### WITH PASSENGER TRAINS.

Between Philadelphia and Harrisburg,	-	-	395,719 miles.
Between Harrisburg and Altoona,	-	-	283,932 “
Between Altoona and Pittsburgh,	-	-	335,541 “
Hollidaysburg branch,	-	-	16,090 “
<hr/>			
Total,	-	-	1,031,282 “
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#### WITH FREIGHT TRAINS.

Between Philadelphia and Columbia,	-	-	558,326 miles.
Between Columbia and Mifflin,	-	-	368,692 “
Between Mifflin and Altoona,	-	-	401,797 “
Between Altoona and Conemaugh,	-	-	258,216 “
Between Conemaugh and Pittsburgh,	-	-	519,276 “
<hr/>			
Total,	-	-	2,106,307 “
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#### WITH DISTRIBUTING TRAINS.

Philadelphia Division,	-	-	-	-	46,693 miles.
Eastern “	-	-	-	-	21,587 “
Middle “	-	-	-	-	33,397 “
Mountain “	-	-	-	-	12,362 “
Western “	-	-	-	-	42,592 “
<hr/>					
Total,	-	:	-	-	156,631 “
<hr/>					

Total passenger engine mileage,	-	-	1,031,282 miles.
Total freight " "	-	-	2,106,307 "
Total distributing, " "	-	-	156,631 "
<hr/>			
Total mileage by engines,	-	-	3,294,220 "
<hr/>			

The greatest mileage with passenger trains,			
between Philadelphia and Harrisburg, was made by engine No. 175, Engineer J. Wiggins,	-	-	30,978 miles.
Between Harrisburg and Altoona, by engine No. 115, Engineer Wm. Gott,	-	-	45,936 "
Between Altoona and Pittsburgh, by engine No. 133, Engineer Richard Allen,	-	-	36,291 "
Average mileage with passenger trains,			
Between Philadelphia and Harrisburg,	-	-	16,231 "
Between Harrisburg and Altoona,	-	-	25,681 "
Between Altoona and Pittsburgh,	-	-	20,024 "
The greatest mileage with freight trains, between Philadelphia and Columbia, was made by engine No. 168, Engineer C. A. Jeffries,			
Between Columbia and Mifflin, by engine No. 28, Engineer C. Grubb,	-	-	24,088 "
Between Mifflin and Altoona, by engine No. 111, Engineer Wm. H. Jackson,	-	-	23,736 "
Between Altoona and Conemaugh, by engine No. 98, Engineer Geo. M. Lawrence,	-	-	25,128 "
Between Conemaugh and Pittsburgh, by engine No. 39, Engineer Wm. Gray,	-	-	21,423 "
Average mileage with freight trains,			
Between Philadelphia and Columbia,	-	-	30,886 "
Between Columbia and Mifflin,	-	-	14,737 "
Between Mifflin and Altoona,	-	-	16,741 "
Between Altoona and Conemaugh,	-	-	20,053 "
	-	-	11,636 "

Between Conemaugh and Pittsburgh,	-	16,176 miles.
Total average mileage with passenger trains,		20,645 "
" " " " freight trains,	-	15,868 "

## REPAIRS OF ENGINES.

Cost of repairs Philadelphia Division,	-	-	\$90,486 88
" " Eastern " "	-	-	34,682 67
" " Middle " "	-	-	23,874 93
" " Mountain " "	-	-	30,387 20
" " Western " "	-	-	62,353 55
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1859—Total,	-	-	\$241,785 23
1858—Total,	-	-	244,959 44
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Decrease,	-	-	\$3,174 21
With an increase in mileage of	-	-	104,734 miles.

The results of last year's operations, as compared with those of 1858, may be briefly stated as follows :

An increase of mileage of 104,734 miles run by engines, with a decrease in cost of repairs of \$3,174 21—an amount about equal to this sum has been expended in equipping engines with the Loughridge brake fixtures, (all of which was charged to repair account,)—the actual saving may be stated at, say \$6,000.

The average mileage of passenger and freight engines, as will be seen by the following statement, has been increased :

	Passenger Engines.	Freight Engines.
1858,	20,361 miles.	13,907 miles.
1859,	20,645 "	15,868 "
<hr/>		
Increase,	284 " per engine.	1,961 " per engine.

The following statement shows that a considerable saving in fuel per mile run has been effected:

	Total No. Miles Run.	Cost of Fuel.	Cost per mile run, including Wood and Coal.
1857,	2,542,213	\$226,638 23	8 $\frac{91}{100}$
1858,	3,189,486	262,120 49	8 $\frac{19}{100}$
1859,	3,294,220	250,138 75	7 $\frac{59}{100}$

The experiments with smoke-consuming engines, referred to in my last report, have been continued by W. J. Palmer, Esq., with very satisfactory results, a detailed report of which, Mr. Palmer proposes to furnish when he obtains some further data. Freight engines Nos. 206 and 207, with Gill & Co.'s patent fire-box, have been running on the Mountain Division for several months, and engine No. 210, with Phleger's improved fire-box, on the Western Division. We are now satisfied that our rich bituminous coal can be used for all passenger and freight trains with great economy, and the smoke and gases, heretofore so objectionable, can be consumed in so complete a manner as to render the working in every respect more satisfactory than we have ever obtained from the use of wood. Passenger engine No. 166 has been furnished with Gill & Co.'s improvement, and upon a recent trip over the Western Division with the express passenger train, she was found to work clean, and caused less annoyance to passengers by sparks and smoke than is done by the regular wood-burning engines. Consumption of coal for the round trip was 6,736 lbs., or say  $28 \frac{3}{10}$  lbs. to the mile run over the heaviest portion of our line. I am so well satisfied, the true secret of consuming smoke has been discovered and rendered practicable by the different inventors, that I have no hesitation in recommending the alteration of all wood-burning engines as fast as circumstances will permit. The plan of Messrs. Gill & Co., includes a "combustion chamber," and this would necessarily involve considerable change in the present boilers. I think we can succeed in getting rid of the smoke sufficiently to prevent its being objectionable to passengers, without a "combustion chamber" (until engines now in service require general repairs) at

a trifling expense per engine, combustion chambers to be put in as renewals of fire-boxes become necessary. We are now trying a fire-brick deflector, forming an air chamber on the principle of Gill & Co.'s improvement, at the suggestion of W. J. Palmer, Esq. The results so far have been highly encouraging. Several changes have been made during the year which have added to the convenience and economy of this department. Coal platforms and necessary fixtures for loading coal into tenders have been erected at West Philadelphia and Columbia. They prove very convenient, saving both time and labor in supplying engines with fuel.

The shops at Pittsburgh have been recently completed, and the machinery belonging to the Motive Power Department moved to the new buildings. The facilities at this point are now ample for all the demands of the service. The change, as made, relieves us from many disadvantages under which we have hitherto labored at Pittsburgh, in maintaining repairs of rolling stock.

On the 15th of December, the Altoona shops were lighted with gas. The good results obtained from its introduction at other points will no doubt be fully realized here. Water mains have also been introduced in all our shops, with hose attachments, affording great protection against loss by fire.

In conclusion, I desire to state that the present condition of the motive power will compare favorably with that of any former period. The introduction of copper fire-boxes in all cases of renewals for coal-burning engines, (19 new copper boxes having been put in service since January 1, 1859,) together with the substantial manner in which all repairs are made, will enable still further savings to be effected in the repair account of this branch of the service in years to come.

The foremen of the respective shops, and the employees generally, connected with this department, have performed their respective duties in a manner highly creditable to themselves and beneficial to the Company.

All of which is respectfully submitted.

GEORGE W. GRIER,  
*Master of Machinery.*

# REPORT

OF THE

## GENERAL FOREMAN OF CAR DEPARTMENT.

Office of General Foreman of Car Department,

Altoona, January 1st, 1860.

THOMAS A. SCOTT, Esq.,

General Superintendent Pennsylvania Railroad.

DEAR SIR:—The operations of this department for the past year, are shown by the following statements, which I beg leave to submit.

Since the date of my last Annual Report, work has been done at the various shops, as follows:

Passenger Cars, rebuilt,	-	-	-	-	13
Baggage “ “	-	-	-	-	6
Express “ “	-	-	-	-	1
Freight “ “	-	-	-	-	91
Stock “ “	-	-	-	-	7
Truck “ “ (Coal and Lumber)	-	-	-	-	26
Hand “ “	-	-	-	-	8
Stock “ new,	-	-	-	-	36
Truck “ “ (Wood)	-	-	-	-	21
Truck “ “ (Coal and Lumber)	-	-	-	-	25
Division “ “	-	-	-	-	38
Dump “ “	-	-	-	-	6



In addition to the above, the ordinary repairs necessary to maintain all the Rolling Stock in first class condition, have been carefully attended to, all repairs and renewals being made of the best materials and in the most substantial manner, while several improvements of recognized value have been adopted. In pursuing this policy, some extra expenditure, over and above that usually charged to repairs, was necessarily incurred, but the increased service the cars will render from this cause will no doubt be found to fully compensate for the additional outlay.

The Passenger Car Stock is generally in excellent condition, and it may reasonably be expected that the present year's expenses in this branch of the service will be more than usually light. The cars running on Through Passenger Trains (including Express and Baggage cars) have been equipped with the fixtures necessary for the use of the Loughridge Graduating Car Brake, which is now in successful operation on the line.

In accordance with your instructions, negotiations have been entered into for the introduction of gas into passenger cars. It is hoped this result will soon be accomplished, as it would add greatly to the comfort and convenience of the traveling public.

Up to this date, 438 of the new Truss Bolster and Centre plates have been placed under cars at the shops of the Company, and all new cars (340 in number) now contracted for, are furnished with this improvement. The invention continues to justify the opinions previously expressed of its usefulness and adaptability to the wants of the service.

The report of the General Car Inspector, Edmund H. Turner, Esq., shows the following to be the present equipment of the line, exclusive of cars owned by individuals:

Wide Passenger-Cars, 8-wheel,	-	-	-	64
Narrow " " "	-	-	-	23
Emigrant " " "	-	-	-	37
Baggage " " "	-	-	-	35
Express " " "	-	-	-	8
House Freight " "	-	-	-	1330



Powder Cars, 8-wheel,	-	-	-	-	4
Stock " "	-	-	-	-	266
Truck " " (Coal and Lumber)	-	-	-	-	415
Truck " " (Wood)	-	-	-	-	72
House " 4-wheel,	-	-	-	-	116
Coal " "	-	-	-	-	106
Gravel " "	-	-	-	-	87
Road and Hand Cars, 4-wheel,	-	-	-	-	229

Making the total number of ears now owned and in service on their own line, by the Pennsylvania Railroad Company—

2,254 8-wheel ears,  
538 4-wheel "

No addition to or alterations in the Car Shops have been made since my last report, except at Pittsburgh, where the completion of shops in accordance with the original design has enabled us to separate the Car and Motive Power Departments, which have heretofore occupied the same building. This change was much needed, and will facilitate the operations of both departments.

We now experience more inconvenience from the want of proper facilities at Harrisburg than at any other point. I would suggest that some arrangement be made to provide suitable shops there, at an early date, and thus permit a much better distribution of the work than can be made at present.

A comparison with the year 1858, of expenses incurred by this department, show a saving in favor of the year just closed of \$2,099 26, and this notwithstanding that a much heavier tonnage has been moved, necessarily requiring increased service from the car stock.

In conclusion, I feel authorized in stating that the condition of the Rolling Stock has been materially improved during the year. The force employed has been found fully adequate to all demands made upon it, and no increase is contemplated.

My acknowledgments are due to the foremen of the various shops, and employees generally, connected with this department, for the zeal and ability displayed in the discharge of their respective duties.

Yours respectfully,

AMBROSE WARD,  
*General Foreman Car Department.*

# REPORT

OF THE

## RESIDENT ENGINEER

OF THE

### PENNSYLVANIA RAILROAD COMPANY.

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Maintenance of Way Department,

Altoona, January 2d, 1860.

THOMAS A. SCOTT, Esq.,

General Superintendent.

SIR:—The operations of this department, during the past year, may be summed up under the following heads:

#### RAILWAY SUPERSTRUCTURE.

Along the whole extent of the road, the usual work of ditching, trimming the slopes of cuts, widening embankments, raising and ballasting track, renewing cross-ties, and replacing defective rails and chairs, has been prosecuted with vigor.

Between City Avenue and Athensville, on the Philadelphia

Division, the south track, for a distance of  $3\frac{1}{10}$  miles, has been raised, ballasted, and entirely relaid with new cross-ties and iron. Both tracks between Duke and Queen streets, at Lancaster, have been slightly changed in position, to suit the plan of the new Passenger Station, (now being erected,) and placed in good condition, with new materials. Extensions and renewals of sidings have been made at Columbia, and additional sidings have been constructed as follows: 1,020 feet in length at Parkesburg, 1,039 feet at Christiana, 989 feet at Leaman Place, and 1,592 feet at Bird-in-Hand Station.

The Pennsylvania Railroad Company having taken a lease of the West Chester Railroad, the maintenance of way on that road was placed in charge of this department on the eleventh of April. Since that date, the branch road, which is nine miles in length, has formed a part of the Philadelphia Division. The distance from Philadelphia to Columbia being 81 miles, the entire length of the division, including the branch, is 90 miles:

The Middle Division is  $139\frac{7}{10}$  miles in length, embracing the main road from Harrisburg to Altoona,  $131\frac{7}{10}$  miles, and the branch to Hollidaysburg, 8 miles.

On this division, the second track has been extended eastward from Lower Tyrone to Spruce Creek, a distance of  $5\frac{7}{10}$  miles. The following new sidings have been laid, viz: at Tuscarora Station, 180 feet; at Millin, 900 feet; at Lewistown Narrows, 500 feet; and at McComb's quarries of sand and stone, used in the manufacture of glass at Pittsburgh, 3,700 feet. Extensions have also been made of 150 feet at Petersburg, and 480 feet at Tipton; the Mapleton siding, 1,000 feet in length, has been renewed.

A single track road, of 2,000 feet in length, has been constructed from the main road, immediately west of the engine house at Altoona, to the Hollidaysburg branch, by which 4,624 feet of road are saved, and the connection made at a more convenient point. The expense of construction will be fully compen-

sated for, by the value of the materials on the piece of road dispensed with, and the grounds connected with the shops much improved by the change. The track on the branch road has been raised, ballasted, and relaid with new 56 pound T rail, and new cross-ties. The cuts have been cleaned out, and the embankments widened. The whole extent from Altoona to Hollidaysburg, is now in excellent condition.

On the eastern slope of the Allegheny Mountain the curves of the descending track have been renewed with T rails weighing 83 pounds to the yard, in place of the heavy U rail originally laid, which has not been found to wear well.

The construction of  $8\frac{7}{10}$  miles of second track between Greensburg and Irwin's Station, which was completed in the early part of November, gives a continuous double track from Lockport to Pittsburgh. The second track at Slackwater has been extended 1,540 feet, so that there is now at this point a passing place of 2,706 feet in length.

At New Florence, 480 feet of side track have been laid for the use of the roadway train; 283 feet of new siding have been put down at Grapeville, and 1,031 feet at Manor. At Wall's Station 1,805 feet of track have been laid for a Y, for the use of local trains.

The Western Division is composed of the main road from Altoona to Pittsburgh,  $118\frac{3}{10}$  miles, and the Indiana branch, 19 miles; total length,  $137\frac{3}{10}$  miles. The track on the Indiana branch having been well constructed and carefully attended to, is in good condition, and the amount of annual repairs is very small. On the main line of this division extensive renewals of rails and cross-ties have been made, and a large number of wrought-iron chairs substituted for those of cast-iron, which had been generally used in the construction and repair of this portion of the road. A considerable expenditure of labor and materials has been required during the past year, to keep the track in good condition, and extensive renewals will be necessary during the ensuing season.

The following statement will exhibit the amount of materials used on construction of new track, and on renewals or maintenance of way:

*Iron Rails.*

	Construction.	Renewals.	Total.
	<i>Tons.</i>	<i>Tons.</i>	<i>Tons.</i>
Philadelphia Division, Main line.....	100	802	902
“ “ W. C. branch.....			
Middle Division, Main line.....	680	890	1,570
“ “ Hollidaysburg branch.....	40	464	504
Western Division, Main line.....	1,126	2,532	3,658
“ “ Indiana branch.....		18	18
	1,946	4,706	6,652

4,179 tons of the iron for renewals have been obtained from worn-out rails, re-rolled at the Cambria and the Phoenix Iron Works.

*Wrought Iron Chairs.*

	Construction	Renewals.	Total.
Philadelphia Division, Main line.....	86	3,220	3,306
“ “ W. C. branch.....		174	174
Middle Division, Main line.....	2,635	5,127	7,762
“ “ Hollidaysburg branch.....	170	2,643	2,813
Western Division, Main line.....	3,717	14,623	18,340
“ “ Indiana branch.....		91	91
	6,608	25,878	32,486

*Spikes.*

	<i>Lbs.</i>	<i>Lbs.</i>	<i>Lbs.</i>
Philadelphia Division, Main line.....	4,600	61,631	66,231
“ “ W. C. branch.....		1,300	1,300
Middle Division, Main line.....	30,000	30,730	60,730
“ “ Hollidaysburg branch.....	2,000	38,000	40,000
Western Division, Main line.....	54,203	80,647	134,850
“ “ Indiana branch.....		1,683	1,683
	90,803	213,991	304,794

*Cross-Ties.*

	Construction.	Renewals.	Total.
Philadelphia Division, Main line.....	1,828	60,154	61,982
“ “ W. C. branch.....		1,272	1,272
Middle Division, Main line.....	12,636	75,090	87,726
“ “ Hollidaysburg branch.....	864	12,090	12,864
Western Division, Main line.....	23,462	74,937	98,399
“ “ Indiana branch.....		1,955	1,955
	38,790	225,408	264,198

The only portions of single track remaining, are from Rockville to Newport, and from a point west of Lewistown to Barree, on the Middle Division,  $55\frac{9}{10}$  miles, and from Johnstown to Lockport, on the Western Division,  $16\frac{5}{10}$  miles; total length,  $72\frac{4}{10}$  miles. The length of double track is  $258\frac{6}{10}$  miles, exclusive of the space between Dillerville and Harrisburg, the length of which is 36 miles. This portion of the road, owned by the Harrisburg and Lancaster Railroad Company, and under lease to the Pennsylvania Railroad Company, has double track from Harrisburg eastward to Middletown, and thence two tracks, occupying different routes, and connecting with the Pennsylvania Railroad at Dillerville and Columbia.

The total distance from Philadelphia to Pittsburgh is 356 miles, of which  $283\frac{6}{10}$  miles are double track. It is proposed to construct about 18 miles of second track during the ensuing season. By the autumn of 1860 we shall have but 54 miles of single track remaining, which will be so located that the road may be worked without any interference of trains, and, for all practical purposes, may be considered as nearly equivalent to a double track line from the Delaware to the Ohio.

## BRIDGES.

The abutments have been rebuilt of the bridge over a farm road west of Morgan's Corner, of the one over a public road east of Paoli, and of the two bridges over the Boot road near Valley Creek. At the first named bridge, which has a span



of  $16\frac{1}{2}$  feet, a few of the stringers were replaced by new timber; at the second bridge of 17 feet span, the third of 23 feet span, and the fourth of  $26\frac{1}{2}$  feet span, wrought-iron compound girders from the Phoenix Iron Works have been placed.

A boiler-plate bridge of  $40\frac{1}{2}$  feet span has been erected over the Octorara Creek at Christiana, and the old cast-iron superstructure which it replaced, has been adapted to the turnpike bridge over the railroad at Midway. The masonry and superstructure of the road bridge over the railroad at Villa Nova, have been entirely rebuilt. A new bridge has been erected near the Steamboat station, by which the public road is passed over the railroad, and a dangerous crossing at grade abolished. New superstructures have been constructed for five overhead road and farm bridges. The flooring of the Duke street bridge at Lancaster has been renewed, and the masonry of several small bridges and culverts, between Philadelphia and Columbia, thoroughly repaired.

It having been concluded to make no change of location at Valley Creek, to avoid the long and sharp curvature at that point, the bridge across that stream has been strengthened by additional trestles and bracing, and arrangements have been made to build new abutments and two additional piers, to support a new superstructure of iron. Some of the stone required is already on the ground, and the quarrying and delivery will be prosecuted during the winter, so as to admit of an early commencement of the masonry next season.

The bridge over West Brandywine at Coatesville has been carefully examined, and such repairs made as were needed. The superstructure of the bridge over Big Conestoga has been almost entirely renewed.

At Mill Creek the abutments have been rebuilt, two new piers constructed, and an iron superstructure erected, consisting of three spans of 86 feet each.

The remaining bridges on the Philadelphia Division are all in good condition, and require no special notice.



Advantage is being taken of the suspension of navigation, to construct a pier in the Company's canal at Rockville, and to make such alterations in the tow-path as are necessary, preparatory to the erection of an iron bridge across the canal, which it is expected can be accomplished before the resumption of navigation in the spring.

At Susquehanna bridge, the wall plates, bolsters and end segments of the arches were found to be defective, and have been renewed; arch struts and set screws have been added, also additional diagonal braces, and such other repairs made as were required to place the bridge in good condition.

At Cove Creek Bridge the abutments have been partially rebuilt, and the superstructure, consisting of two spans of 25 feet each, has been replaced by wrought-iron Phoenix girders. The end segments of the arches at Perrysville bridge have been renewed, and the bridge has undergone a general repair. The abutments of the road bridge west of Lewistown have been rebuilt. At May's bridge the arches have been repaired, and at the adjacent canal bridge the track and track stringers have been renewed.

At Vandivander's bridge the abutments have been partially rebuilt, four new piers constructed, and the three spans of wooden Howe truss have been replaced by an iron superstructure, consisting of five spans of 102 feet each. The masonry of a road bridge at Mill Creek has been rebuilt, and the superstructure renewed. A double track boiler-plate bridge of 57 feet span has been erected over the mill race west of Huntingdon. A new superstructure has been placed on the road bridge west of Petersburg. A boiler-plate bridge for double track, consisting of two spans of 52 feet each, has been erected over Neff's mill race.

On the Little Juniata, repairs have been made to the superstructure of Shuman's bridge, and bridges Nos. 1, 2 and 3, and the foundations of piers and abutments laid at 1 and 3, preparatory to the erection, next summer, of iron bridges. The floor beams of No. 4 have been trussed, and new stringers and cross-ties put down for both tracks. At No. 5, one new wooden truss has been erected, the other two trusses partially renewed, and

the masonry completed. Considerable repairs have been made to the abutments of Nos. 6 and 8, and at the latter, new wing walls have been built. One new truss has been put up at No. 8, to admit of second track. At No. 9 two new piers have been built, and the abutments and wing walls repaired. The old bridge has been replaced by three spans of iron, of 86 feet each, for double track. New stringers and cross-ties for second track, have been placed on bridges Nos. 10, 11 and 12, and at two small bridges.

Repairs, to a considerable extent, have been made to the masonry and superstructure of other bridges upon the main line of the Middle Division, several new culverts have been constructed, and retaining walls placed in good condition.

On the Hollidaysburg branch, one arched culvert has been built, and some repairs done to other masonry. Three Howe truss bridges, of 32 feet span each, have been constructed, and the smaller bridges raised and adjusted to the new track.

A boiler-plate bridge, of 57 feet span, has been constructed over the canal at Johnstown, and another, of 26 feet span, over a public road near Brinton's Station, both for double track. Wrought-iron compound girders, from the Phoenix Works, have been substituted for timber, at one bridge of 19 feet span, near Lilly's Station, and at another of 15 feet span at Braddock's Field. At four points where the former Portage Railroad was crossed by bridges, the spaces between the abutments have been filled up with stone and earth. At one of these points it was necessary to build a heavy retaining wall, to prevent the embankment from extending into the Conemaugh River. The abutments of one of the bridges over the Conemaugh, which had shown symptoms of yielding, have been rebuilt. A small bridge, composed of stone abutments and Phoenix iron girders of 12 feet span, has been constructed immediately east of the outer depot at Pittsburgh, for the passage of a private road, which formerly crossed over the embankment.

With the exception of a few spans, averaging about ten feet each, the bridges on the Western Division are now composed

of stone arches, or iron superstructures upon stone supports. All are in good condition.

During the past year, 1,530 lineal feet of wooden bridge superstructure have been superseded by iron. Two boiler-plate bridges are now completed at the Altoona workshops, and others are in progress, for the purpose of replacing wooden structures during the next season. A force of men is kept constantly employed at the shops upon iron bridges.

We now have on the line between Philadelphia and Pittsburgh, 16 stone and brick arched bridges, with spans ranging from 24 feet upwards; 150 with spans of less than 24 feet; and 46 iron bridges, the latter having an aggregate length of 5,117 feet. The wooden bridges, which are all in good condition, will be replaced successively by structures of iron or stone; so that not many years will elapse, before all of the bridges upon the road will be composed of durable materials.

#### ENGINE HOUSES AND MACHINE SHOPS.

At West Philadelphia engine-house the pits have been lengthened and paved, and a sewer constructed to carry off the water from the roofs of the buildings; a house has been built for drying and storing sand, and some improvements made in the smith-shop. A small storehouse has been put up, the floors of the car shops relaid, and a considerable amount of planking done between the tracks outside of the shops. At Columbia a building has been erected to shelter the wreck car and snow ploughs. A cast-iron turntable, from the manufactory of Wm. Sellers & Co., has been substituted for the former one of timber, which has been refitted and placed at the intersection of the West Chester branch.

At Altoona a cast-iron turntable, similar to the one at Columbia, has been placed in the engine-house, and the old turntable, which was of boiler-plate, has been converted into a bridge. A brick building of L shape has been erected, 237 feet in length by 23 feet in width, divided into apartments for storing materials appertaining to the brass and iron foundries.

A small engine-house has been built at Wall's Station, for the use of the engine operating the local accommodation train to and from Pittsburgh.

At Pittsburgh a set of brick workshops has been erected on the east side of the engine-house, corresponding in plan to those on the west side. The foundations were partly laid about three years since, but the work was suspended until the past season. The buildings consist of a machine shop, 70 feet square, three stories in height, exclusive of the basement, with a wing of 70 feet in width, extending along Liberty street 150 feet, and another wing of same width, at right angles to the former, 203 feet in length, and a blacksmith shop, 40 by 80 feet. The requisite machinery is now being put up, and the buildings will soon be adapted for use.

#### WOOD AND WATER STATIONS.

The wood-shed at Leaman Place, which had been commenced at the date of my last report, was completed soon after.

The reservoirs at Tuscarora and Blacklog have been repaired, and new stand-pipes put up at Blacklog and Jackstown. A wood-shed has been erected at Altoona, west of the engine-house, and the water-pipes extended to it.

A well has been sunk at Latrobe, and a supply of water obtained, which it is thought will be sufficient for the use of the station; a caloric engine and pump have been ordered, and are now in course of preparation.

Slight repairs have been made to water stations at other points, and all are in good order, with the exception of some of the stations between Altoona and Conemaugh, the arrangements for which are of a temporary character. It is recommended that stone or brick reservoirs be constructed at Kittanning Point, Lilly's, Portage, and Summerhill Stations, at all of which the supply of water is abundant. I would also repeat the recommendation made in my report of last year, relative to the construction of a reservoir at Downingtown, on the Eastern Division.

## PASSENGER AND FREIGHT STATIONS.

The building for freight at Dock street wharf, Philadelphia, has been enlarged, by an addition of 30 feet square on the south side. The floor of the main shed has been renewed, and a new canvas covering provided for the portion next the river. The dwelling houses on Thirteenth street, near Market, have been removed, preparatory to the enlargement of the freight depot, and the work will be prosecuted as rapidly as the weather will permit.

Substantial brick warehouses, two stories in height, have been erected at Parkesburg, Christiana, Leaman Place, and Bird-in-Hand; the first of which is 32 by 74 feet, and each of the others 32 by 100 feet. The upper stories have been fitted with bins for storing grain, which is conveyed by elevators and distributors worked by an Ericsson caloric engine placed in each building.

At Lancaster the warehouse purchased of the Moderwell estate has been repaired, and is now in use. The foundation walls for a passenger station have been built, and materials for the building are being prepared. Repairs have been made to the warehouse recently purchased at Meunt Jey, and a stock-yard added. At Middletown a frame warehouse, 25 by 40 feet, and a passenger house, 15 by 36 feet, have been erected. Passenger station-houses have been built at Athensville, Reeseville, West Chester Intersection, and Whiteland.

On the Middle Division the only buildings of this class constructed during the past season, are a passenger house, 15 by 36 feet, at the crossing of the Northern Central Railroad, and a freight warehouse, 32 by 60 feet, at Tipton. Repairs and slight alterations have been made at several stations. The building at Thempsonstown, which was commenced during the year 1858, has been completed, and is now occupied as a warehouse, passenger station, and dwelling for agent.

Passenger stations have been erected at Cresson and Irwin's, and a building for passengers and freight at Penn. The station-houses generally, between Johnstown and Pittsburgh, have been



repaired and painted. Those between Johnstown and Altoona are in bad condition, and should be replaced by new structures. Substantial warehouses are particularly required at Johnstown and Wilmore. A new foundation has been prepared for the passenger house at Johnstown, west of the canal, and the frame will shortly be moved; the change of position will add much to the facilities at this place.

I would ask your special attention to the necessity of providing proper accommodations for passengers at Greensburg. This is an important station, and demands a building of a very different character from the one now in use.

#### FOREMEN AND TOOL HOUSES.

A foreman's residence, with passenger room and tool-house adjacent, has been completed at Mountville, between Lancaster and Columbia. Repairs have been made to the dwelling-houses at West Philadelphia, Parkesburg and Columbia.

At Altoona a brick building has been erected, containing residences for the Resident Engineer and Division Superintendent, and an extension built to the offices for the use of the Maintenance of Way Department.

Additions and repairs have been made to the houses occupied by employees at Conemaugh. The house on a property recently purchased at Johnstown, has been refitted as a residence for the agent at that station. A double dwelling-house has been erected at Wall's Station, which is now the turning point for the local accommodation train from Pittsburgh. Dwelling-houses for the foremen of repairs are required at several points on the Eastern and Western Divisions, and should be constructed as speedily as circumstances will permit.

#### REAL ESTATE.

The following additions have been made to the real estate of the Company within the past year: A lot of ground at Reeseville, containing one acre; a lot of one acre and a half at the West Chester Intersection; a lot of one acre and a quarter near

the Steamboat Station; one of half an acre at Whiteland; one of two acres and a quarter at Thorndale; one of one acre and a half at Midway, with a warehouse; and one of one acre at Parkesburg, all in Chester county. A lot of two acres at Christiana; one of one acre at Leaman Place; and one of an acre and an eighth at Bird-in-Hand, in Lancaster county. At Lancaster city, a lot of ground and warehouse on North Queen street, and the lot on Queen street formerly occupied by the Exchange Hotel. A warehouse and lot at Mount Joy. At Altoona, two town lots adjoining the premises occupied by the Superintendent's house and offices. A lot of one acre and three-fourths at Gallitzin, and a lot for the Passenger Station at Johnstown, both in Cambria county. A lot for a foreman's house at Packsaddle, in Westmoreland county; and one of two acres at Wall's Station, in Allegheny county.

Sixteen dwelling-houses at Altoona have been sold to employees of the Company, on terms advantageous to both parties.

Eight cases of long standing, for right of way, and damages sustained during construction, on the Western Division, have been amicably settled, and a few others have been placed in train for settlement.

#### FUEL.

The consumption of wood during the year has been as follows, viz:

On Eastern Division, Philadelphia to Columbia,	11,463	cords.
“ “ Harrisb'g and Lan'r. R. R.,	5,431	“
On Middle “ - - -	21,090	“
On Western “ - - -	22,409	“
Total, - - -	60,393	“

The amount on hand Dec. 31st, 1859, was:

On Eastern Division, - - -	6,191	cords.
On Middle “ - - -	12,545	“
On Western “ - - -	13,666	“
Total, - - -	32,402	“

Coal platforms have been completed at West Philadelphia and Columbia, and arrangements made for measuring and checking the coal consumed, so that hereafter the amount can be correctly reported.

I have considered it unnecessary to give any statement of expenditures, as the information can be obtained more fully and satisfactorily from the reports of the Accounting Department.

Very respectfully submitted,

W. H. WILSON,  
*Resident Engineer.*



# REPORT

OF THE

## CHIEF ENGINEER OF THE CANAL DEPARTMENT.

Canal Department,

PENNSYLVANIA RAILROAD COMPANY,

Harrisburg, January 1st, 1860.

To the President and Directors of the  
Pennsylvania Railroad Company:

GENTLEMEN:—I herewith submit my Annual Report of the operations of the Canals placed under my charge January 1st, 1859.

The expenses and receipts, by months, have been :

MONTHS.	Maintenance of Canal.	Canal Transportation	Total Expenses	Total Receipts.
January,	\$8,767 75	\$130 00	\$8,897 75	\$136 19
February,	16,449 96	1,833 60	18,283 56	203 17
March,	25,124 48	1,207 48	26,331 96	188 46
April,	6,126 58	4,329 98	10,456 56	20,259 89
May,	5,409 50	3,559 38	8,968 88	27,393 37
June,	11,750 55	4,158 31	15,908 86	27,356 68
July,	5,677 90	3,875 15	9,553 05	21,654 25
August,	12,618 48	3,310 25	15,928 73	20,419 41
September,	11,386 92	3,367 68	14,754 60	21,033 00
October,	18,110 37	3,357 44	21,467 81	24,188 01
November,	10,594 31	3,542 62	14,136 93	28,094 77
December,	8,088 27	2,675 42	10,763 69	6,622 18
Totals,	140,105 07	35,347 31	175,452 38	197,549 38

The receipts from the several offices were as follows :

Collector's Office, Columbia,	-	-	\$27,228 24
“ “ Middletown,	-	-	10,401 94
“ “ “ Outlet Lock,			1,398 38
“ “ Harrisburg,	-	-	1,330 03
“ “ Duncan's Island Bridge,	-		19,568 40
“ “ Junction,	-	-	95,527 44
“ “ Lewistown,	-	-	4,304 08
“ “ Huntingdon,	-	-	16,654 92
“ “ Hollidaysburg,	-	-	3,282 29
“ “ Johnstown,	-	-	1,262 68
“ “ Blairsville,	-	-	3,115 09
“ “ Freeport Aqueduct,	-	-	520 70
“ “ Freeport,	-	-	3,366 21
“ “ Pittsburgh,	-	-	7,249 36
Receipts from rents, &c.,	-	-	2,339 62
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Total receipts,	-	-	\$197,549 38
Expenses,	-	-	175,452 38
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Net receipts,	-		\$22,097 00
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THE FOLLOWING TABLE EXHIBITS THE EARNINGS AND EXPENSES OF EACH DIVISION OF THE CANAL.

	Length in Miles.	EXPENSES, MAINTENANCE OF CANAL.		EXPENSES, Canal Transportation.	Totals.	Earnings.	Profit.	Loss.
		Ordinary.	Extraordinary.					
Eastern Division.....	46	\$13,381 64	\$67,714 10	\$22,768 78	\$103,864 52	\$152,871 23	\$49,006 71	.....
Lower Juniata Division	90	8,556 45	19,726 29	4,915 18	33,197 92	23,367 87	.....	\$9,830 05
Upper Juniata Division	37	3,112 71	5,660 07	2,327 88	11,100 66	3,456 62	.....	7,644 04
Upper Western Division	30	*2,153 18	1,405 03	1,008 99	4,567 20	1,577 41	.....	2,989 79
Lower Western Division	73	11,830 41	6,565 19	4,326 48	22,722 08	13,936 63	.....	8,785 45
Incidental Receipts.....	.....	.....	.....	.....	.....	2,339 62	2,339 62	.....
	276	\$39,034 39	\$101,070 68	\$35,347 31	\$175,452 38	\$197,549 38	\$51,346 33	\$29,219 33

\* Of this amount, \$421 43 was expended in the construction of a siding at Lockport, for the transshipment of coal from canal to railroad.

The following statement shows the value of materials and tools on hand at the close of each year, thus :

Total materials and tools, as per inventory in 1857,	
after Company took possession of the Canal,	\$6,062 23
Total materials and tools on hand Dec. 31, 1858,	8,173 76
“ “ “ “ Dec. 31, 1859,	24,521 39

The net earnings in each year, since the Company obtained possession on the 1st of August, 1857, have been as follows :

In part of the year ending Dec. 31, 1857,	-	\$19,243 40
For the year ending Dec. 31, 1858,	- -	55,041 76
“ “ “ 1859,	- -	22,097 00
		<u>\$96,382 16</u>

If to this sum be added the difference between the value of tools and materials when the Company took the Canal, and the value of those on hand at the close of the year 1859, amounting to \$16,138 31, we have what is equivalent to a net revenue of \$112,520 47, from Aug. 1st, 1857, to Dec. 31st, 1859.

The Weigh Lock and Basin at Huntingdon were constructed in the year 1856, by direction of the Canal Commissioners. This work, the cost of which is \$18,349 40, it appears is to be paid for by the Pennsylvania Railroad Company. Of this amount there has been paid in the year 1859, and included in the expenses of that year, the sum of \$3,349 40. The balance due is to be paid, by resolution of the Board of Directors, early in the ensuing year.

In addition to the above, there has been paid, for accounts due in the years 1857 and 1858, the sum of \$2,554 43, making a total of \$5,903 83 not properly chargeable to the expenses of the year 1859.

It is believed that all claims on this Department for the years

1857 and 1858, have now been paid. About \$800 of the expenses for the year 1859, remain unpaid.

The subjoined table exhibits in detail the expenses of Canal Transportation for each division of the canal. As compared with expenses for the year 1858, they have been reduced throughout, except on the Eastern Division, where they exceed those of the previous year. This is accounted for chiefly by the amount paid for towage of boats at Clark's Ferry, and for drawbacks on tolls for the year 1858, which were charged to incidentals account:

	Eastern Division.	Low. Juniata Division.	Up'r Juniata Division.	Up'r Western Division.	Low. West'n Division.	TOTALS.
Labor.....						
Watchmen.....						
Lock Keepers.....	\$5,669 18	\$2,024 63	\$1,567 00	\$530 00	\$1,257 75	\$11,048 56
Weighmasters.....	566 03	258 12	173 33	79 00	256 25	1,333 38
Collectors.....	3,620 27	\$60 21	260 00	117 60	1,572 75	6,430 89
Stationery, Printing and Office Exp's.	1,142 54	283 29	95 55	108 55	364 52	1,995 05
Rents and Furn're..	77 75	31 23	12 69	9 73	282 07	413 47
Superintendence....	297 27	524 02	212 83	163 75	442 21	1,640 08
Incidentals.....	11,395 09	933 65	6 18		150 93	12,485 85
Amounts.....	\$22,768 78	\$4,915 18	\$2,327 88	\$1,008 99	\$4,926 48	\$35,947 31

The following statements show the amount of coal and lumber carried over the canals, in the years 1858 and 1859. The increase in each of these items is over 25 per cent. for the year 1859.

## STATEMENT OF COAL AND LUMBER

*Transported on Main Line Pennsylvania Canal, in 1858 and 1859.*

OFFICES.	COAL.		LUMBER.	
	TONS. 1858.	TONS. 1859.	FEET. 1858.	FEET. 1859.
Columbia.....	98.3	.....	2,105,000	2,883,626
Middletown.....	3,728.5	2,563.0	4,380,121	2,757,113
Harrisburg.....	930.6	96.3	901,853	993,085
Duncan's Island Bridge.....	105,983.8	104,018.7	2,141,207	2,220,445
Junction.....	264,348.7	359,847.0	84,365,291	110,417,632
Lewistown.....	379.5	105.6	124,805	81,575
Huntingdon.....	25,504.9	36,271.0	61,279	1,300
Holidaysburg.....	7,186.1	6,671.7	705,640	279,759
Johnstown.....	60.0	.....	57,600	99,600
Blairsville.....	515.2	1,462.1	445,890	74,700
Freeport.....	854.3	2,329.8	150,800	15,000
Pittsburgh.....	1,141.8	2,001.0	330,967	250,840
Totals.....	410,731.6	515,966.2	95,770,453	120,074 675

Increased Shipment of Coal in 1859, 104,634 tons.

Increased Shipment of Lumber in 1859, 24,304,222 feet.

*Cleared at Junction Office.*

POINTS SHIPPED FROM.	COAL.		LUMBER.	
	TONS. 1858.	TONS. 1859.	FEET. 1858.	FEET. 1859.
Wyoming.....	Total at Junction Office, 1858, 264,348.7.	264,392.1	.....	.....
Treverton.....		34,066.8	.....	.....
Sunbury.....		60,787.5	.....	.....
Farrandsville.....		600.6	.....	.....
West Branch.....		.....	84,365,291	105,297,742
North Branch.....		.....	.....	3,490,860
Sundry places.....		.....	.....	1,629,030
Totals.....	264,348.7	359,847.0	84,365,291	110,417,632

The tolls on coal for the year 1858 remained the same as on the toll sheet of the Canal Commissioners for the year 1857. The reduction on those rates for 1859, which were very considerable, were as follows :

On coal from the Wyoming Canal to Columbia, and points below Middletown, the reduction was  $6\frac{1}{3}$  per cent.—to Middletown and points above, 20 per cent.

On coal from Sunbury, Treverton, and the Wisconisco Feeder to Columbia and points below Middletown, the reduction was  $33\frac{1}{3}$  per cent.—to Middletown and points above,  $42\frac{86}{100}$  per cent.

On coal from the Wisconisco Feeder to Columbia, the reduction was  $37\frac{78}{100}$  per cent.

The railroad competition for the tonnage from the coal-fields of the Susquehanna Valley, induced these liberal reductions in our canal tolls ; but the capacity of the canals is now greatly increased, and it has been satisfactorily ascertained that the coal referred to can be carried by canal at correspondingly lower rates.

The tolls can therefore be raised slightly, without detriment to this trade.

The Eastern division of the canal, from the junction to Columbia, a distance of 46 miles, has been deepened to a minimum depth of five feet water. This improvement was made principally in the months of February and March last. The weather being favorable for such work, it was done to good advantage, the cost not exceeding \$18,000.

The connecting companies have not yet increased the depth of their canals, but I am happy to state that the work is going on, and the prospect is good for having a continuous five feet water canal from tide-water to Wilkesbarre, by the opening of navigation next spring.

The full depth of five feet water throughout, may not be available for next year's business, but the depth of water and tonnage of boats will be greatly increased.

From the best information I am able to obtain, the average



tonnage of boats carrying coal previous to 1858 was 63 tons; in 1858, 68 tons, and in 1859, 75 tons.

The average tonnage per boat for the year 1860, is estimated at 100 tons.

A boat carrying 114 tons passed over the Eastern Division last season, from the mouth of the Wisconsin Feeder to Columbia. Boats, properly built, could carry on this division 125 tons.

It will be observed, that the full benefit to be derived from the deepening of the canal has not yet been realized, but the early and prompt action of this Company in the matter has had the effect to induce the companies of the connecting canals to begin the work of improvement. Shippers and boatmen are encouraged to embark more largely in the business of canal transportation, and the result is, that the prospect is fair for a heavy trade next season.

The most serious disaster during the year was the destruction of the towing-path bridge across the Susquehanna River at Duncan's Island. This bridge was blown down on the 18th of March last. A new bridge superstructure has since been built, 1,910 feet in length, at a cost of \$24,294 79. The loss of the bridge caused no detention to the opening of the navigation. A steamboat was procured, and canal boats were towed across the river, without serious delay or interruption, during the entire boating season. The cost to the Company for towage was about \$8,000. In the month of September two breaks occurred on the Eastern Division, causing together a suspension of navigation for twelve days, and costing for repairs \$1,730.

The Lewistown Dam was rebuilt in 1858, but the winter setting in before the work was perfectly secured, a part of the dam went out with the high water last spring. It is again entirely rebuilt, costing for the last work \$1,043 37.

The Shaffer's Creek Dam, on the Upper Juniata Division, was carried out by the spring freshets. It was rebuilt in the early part of the season, at a cost of \$1,272 42.

The above comprise the disasters of the year. None of them,

excepting the breaks, caused any interruption to the navigation.

The season of navigation for the past year was unusually short, being but a little more than eight months. The average boating season is fully nine months.

There are, in all, thirty-three dams; nine of these have been entirely rebuilt, ten were rebuilt in part, and nearly all the others have been more or less extensively repaired. With one or two exceptions, they are now in good condition. The protection walls have been strengthened, and renewed in part, at their weakest and most exposed points. They will require additional and extensive repairs at an early day.

Tabular statements are furnished herewith, showing the number and description of the mechanical structures on the whole line, with the new structures made since the Company have had the canal.

The mechanical structures were in a dilapidated condition when the purchase was made, and from the great number of these to be rebuilt or repaired, it is evident that large expenditures must be made before the canal can be reported to be in good repair throughout.

The Eastern Division being the paying part of the improvement, has received and is entitled to the most attention. There is now in process of construction on this portion of the canal, two lift-locks, two aqueducts, and a weigh-lock, at Harrisburg; and extensive repairs are being made at the out-let lock at Duncan's Island, besides other work of less importance, the materials for which have nearly all been delivered on the ground, paid for, and included in the expenses of 1859.

On the other divisions it is not the intention to do any more work this year than is necessary to keep the canal in good navigable order.

Herewith please find a tabular statement, showing in detail all the items of expenses for the year, properly classified under their respective accounts and divisions.

I take pleasure in mentioning the good conduct and valuable assistance of the officers and employees of the Canal Department.

All of which is respectfully submitted,

THOS. T. WIERMAN,

*Engineer and Superintendent.*

## LIST OF STRUCTURES ON MAIN LINE PENNSYLVANIA CANAL.

DIVISION.	EXTENT OF DIVISION.	Length of Divisions in Miles.	Miles Feeder.	Miles Slack Water.	Miles Canal.	Lockage Feet.	NUMBER OF												Total Length of Aqueducts.	Number of Aqueducts.	Total Length of Dams.	Number of Culverts.	Waste Ways.
							LOCKS.						BRIDGES.										
							Outlet Locks.	Guard Locks.	Lift Locks.	Weigh Locks.	Total Locks.	Road Bridges.	Farm Bridges.	Towing Path and Winding Bridges.	Foot Bridges.	Total Bridges.							
Eastern Division.....	From Columbia to Susquehanna Junction,	43	...	27	45.7	...	4	2	23	1	30	38	1	42	11	9	101	11	2	22416.	16	10	
Lower Juniata Division.....	From Susquehanna Junction to Head of Guard Lock, Huntingdon Dam,	90	...	16	89.8	...	2	3	33	1	39	42	...	37	7	3	89	18	5	2837	46	27	
Upper Juniata Division.....	From Head of Guard Lock, Huntingdon Dam, to Hollidaysburg	37	...	16.5	20.5	...	13	13	20	1	47	18	...	19	29	.....	66	5	14	3322	2	17	
Totals East, and Jun. Division	.....	173	...	17.0	156.0	...	19	18	76	3	116	98	1	98	47	12	256	34	21	8400	64	54	
Lower Western Division.....	From Lower Outlet Lock at Pittsburgh to head Guard Lock, Blairsville Dam, inclusive,	73	...	18.	55.	...	5	6	20	1	32	52	...	43	18	7	120	10	5	2340	22	24	
Upper Western Division.....	From head Guard Lock, Blairsville, to Johnstown,	30	...	9.	21.	...	5	5	25	1	36	15	...	11	10	1	37	5	7	2047	12	14	
Total Western Division.....	.....	103	...	27.	76.	...	10	11	45	2	68	67	...	54	28	8	157	15	12	4387	34	38	
Total East, and Jun. Divisions,	.....	173	...	17.	156.	...	19	18	76	3	116	98	1	98	47	12	256	34	21	8400	64	54	
Total on Canal .....	.....	276	...	44.	232.	...	29	29	121	5	184	165	1	152	75	20	413	40	33	12787	98	92	

Length given for Dams does not include embankment at Reservoirs.

## LIST OF STRUCTURES RENEWED SINCE AUGUST 1ST, 1857.

DIVISION.	LOCKS		LOCK GATES				BRIDGES			DAMS					WASTE WAYS											
	REBUILT.			RENEWED.				REBUILT.			LENGTH OF DAMS RENEWED.					REBUILT.										
	1857	1858	1859	Total	1857	1858	1859	Total	1857	1858	1859	Total	1857	1858	1859	Total	1857	1858	1859	Total						
			1	1	1	11	10	23							1	.....										
Eastern Division.....			1	1	.....	8	17	25							1	.....	feet.	1941	feet.	1911						
Lower Juniata Division,			1	1	.....	4	6	10	20	2	3	6	11	.....	3	1	1	4	6	.....						
Upper Juniata Division,			.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....						
Lower Western Division			.....	.....	.....	2	2	8	12	2	19	8	29	.....	.....	.....	.....	.....	.....	.....						
Upper Western Division,			.....	.....	.....	3	.....	.....	3	.....	1	5	6	.....	.....	.....	.....	.....	.....	.....						
Total on Canal.....	2	2	10	27	51	88	15	48	42	105	1	0	2	9	2	3	5	10	1139	2999	1267	5405	.....	1	8	9

Clark's Ferry Bridge, Eastern Division, across Susquehanna River at Duncan's Island, consists of 10 spans, one span of 160 feet, 9 spans of 200 feet each, 9 spans rebuilt 1859.  
 Three Bridges on Upper Juniata Division, classed as Tow-path bridges, carry Tow-path across Juniata River,  
 Bridge at Mud Dam rebuilt 1859, length 190 feet.

## STATEMENT OF RECEIPTS AND EXPENSES, MAIN LINE PENNSYLVANIA CANAL, FOR THE YEAR 1859.

## MAINTENANCE OF CANAL EXPENSES.

	EASTERN DIVISION.		LOWER JUNIATA DIVISION.		UPPER JUNIATA DIVISION.		UPPER WESTERN DIVISION.		LOWER WESTERN DIVISION.		TOTAL.		AMOUNT.
	Ordinary.	Extraord.	Ordinary.	Extraord.	Ordinary.	Extraord.	Ordinary.	Extraord.	Ordinary.	Extraord.	Ordinary.	Extraord.	
Tools.....	\$5,503 34	.....	2,341 81	.....	158 02	.....	19 97	.....	263 59	.....	8,386 73	.....	\$8,386 73
Materials.....	944 35	.....	91 86	.....	84 45	.....	.....	.....	55 71	.....	1,176 37	.....	1,176 37
Repairs, Houses.....	34 55	.....	243 58	.....	27 52	.....	153 50	.....	115 97	.....	844 52	.....	2,301 95
“ Bridges.....	342 27	.....	220 71	.....	77 40	.....	75 97	.....	97 13	.....	813 48	.....	32,513 43
“ Locks.....	786 20	.....	416 06	.....	190 48	.....	63 09	.....	408 22	.....	1,684 05	.....	25,317 83
“ Aqueducts.....	103 47	.....	218 03	.....	129 79	.....	69 65	.....	244 33	.....	765 27	.....	13,280 83
“ Piers.....	32 22	.....	146 94	.....	348 67	.....	296 68	.....	645 83	.....	1,370 31	.....	6,896 10
“ Culverts.....	225 12	.....	11 04	.....	21 31	.....	13 00	.....	14 32	.....	284 79	.....	300 23
“ Waste Weirs & Sluices.....	42 24	.....	37 71	.....	34 19	.....	14 65	.....	53 21	.....	182 03	.....	1,002 29
“ Slope & Vertical Wall.....	.....	.....	4 90	.....	.....	.....	.....	.....	.....	.....	4 90	.....	1,695 62
“ Canal Bed and Banks.....	1,649 62	.....	2,096 62	.....	1,141 21	.....	318 53	.....	7,143 63	.....	12,349 61	.....	35,581 89
Watchmen.....	324 48	.....	207 14	.....	25 00	.....	15 00	.....	387 00	.....	1,018 62	.....	1,018 62
Boats and flats, and repairs of.....	764 79	.....	252 23	.....	47 07	.....	8 12	.....	290 54	.....	1,362 75	.....	1,362 75
Rents and Furniture.....	67 86	.....	31 71	.....	17 89	.....	18 55	.....	72 47	.....	298 48	.....	298 48
Stationery, Printings, and Office Expenses.....	104 82	.....	170 00	.....	72 67	.....	58 40	.....	192 60	.....	607 88	.....	607 88
“ Losses and Real Estate.....	121 32	.....	137 93	.....	.....	.....	61 53	.....	4 56	.....	325 34	.....	225 34
Sup. Attendance.....	1,845 84	.....	1,812 95	.....	391 48	.....	528 59	.....	1,788 75	.....	6,367 61	.....	6,367 61
Incidentals.....	489 15	.....	46 20	.....	75 56	.....	437 95	.....	52 76	.....	1,101 62	.....	1,101 62
Amounts.....	\$13,381 64	\$67,714 10	\$5,556 45	\$10,726 29	\$3,112 71	\$5,660 07	\$2,153 18	\$1,405 03	\$11,850 41	\$6,565 19	\$39,034 39	\$101,070 68	\$140,105 07

The Eastern Division extends from Columbia to Susquehanna Junction, distance 46 miles.—Lower Juniata Division from S. Junction to Huntingdon Dam, distance 90 miles.—Upper Juniata Division from Huntingdon Dam to Hollidaysburg, distance 37 miles.—Upper Western Division, from Johnstown to Blairsville, distance 39 miles.—Lower Western Division, from Blairsville to Pittsburg, distance 73 miles.—Swatara, Hollidaysburg, and Johnstown Feeder, 8 miles.





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# REPORT

OF THE

## CONTROLLER AND AUDITOR.

Accounting Department Penna. R. R. Co.  
Philadelphia, January 1st, 1860.

To the President and Directors of the  
Pennsylvania Railroad Company,

GENTLEMEN:—The accompanying statistical information, in tabular form, exhibits the operations of the various departments of the Pennsylvania Railroad Company's service for the past year, as recorded in this department.

Very respectfully, your obedient servant,  
HERMAN J. LOMBAERT,  
*Controller and Auditor.*

### MEMORANDUM EXHIBIT OF THE EARNINGS AND EXPENSES, &c., OF THE ROAD.

Total earnings for the year 1859 :

From transportation of freight, motive power,					
and tolls from individual cars,	-				\$3,656,111 15
From passengers on Pennsylvania Railroad and					
connecting lines,	-	-	-	-	1,371,498 32
From emigrants,	-	-	-	-	49,414 11
" Adams & Co's Express,	-	-	-	-	75,120 00
" Carrying United States Mails,	-	-	-	-	74,483 00
" Rents of workmen's houses, &c.,	-	-	-	-	41,682 29
" Individuals and companies,	-	-	-	-	36,859 92
" Sundry sources,	-	-	-	-	57,186 42
Total earnings,	-	-	-	-	<u>\$5,362,355 21</u>

The total expenses are as follows, viz :

Motive Power Department,	\$864,076 92
Conducting Transportation Department, including tolls paid the Harrisburg and Lancaster, and Northern Central Railways, (amounting to \$262,875 40,) and tax on tonnage, (amounting to \$266,134 28,) and ordinary taxes, \$123,541 92,	- - 1,333,041 00
Maintenance of Way,	- - 671,100 19
“ Cars,	- - 190,278 34
General Expenses,	- - 72,241 70
	<u>\$3,130,738 15</u>
Leaving net earnings,	- <u>\$2,231,617 06</u>

And showing the following

#### TRANSPORTATION BALANCE SHEET.

	<i>Dr.</i>
To amount of stock on hand, January 1, 1859,	\$371,448 76
To amount of bills during 1859, - -	2,251,923 15
To amount of pay rolls during 1859, -	1,582,462 60
	<u>\$4,205,834 51</u>

*Cr.*

By amount of expenses in the following departments, viz :

Motive Power, - - - -	\$864,076 92
Conducting Transportation, - - - -	1,333,041 00
Maintenance of Way, - - - -	671,100 19
Maintenance of Cars, - - - -	190,278 34
General Expenses, - - - -	72,241 70
Chargeable to construction and equipment, -	758,547 26
By amount of road and shop stock on hand Jan. 1, 1860, - - - -	316,549 10
	<u>\$4,205,834 51</u>

List of accompanying statements:

No. 1. General Exhibit of Earnings and Expenses of the Pennsylvania Railroad, for the year ending Dec. 31st, 1859.

No. 1½. Condensed Exhibit of Earnings and Expenses, together with net earnings for each month during the year 1859.

No. 2. Exhibiting in detail, amounts of Earnings from all sources for the year ending December 31st, 1859.

No. 3. Exhibiting the Monthly Totals of the various Class Earnings of Pennsylvania Railroad and connections, for 1859.

No. 4. Condensed Exhibit of Monthly Expenses in Motive Power, Conducting Transportation, Maintenance of Cars, Maintenance of Way, and General Expenses Departments.

No. 5. Expenses of the Pennsylvania Railroad for the year ending December 31st.

No. 6. Mileage and Expenses of Locomotive Engines, Philadelphia Division.

No. 6½. Mileage and Expenses of Locomotive Engines, Eastern Division.

No. 6¾. Mileage and Expenses of Locomotive Engines, Middle Division.

No. 7. Mileage and Expenses of Locomotive Engines, Mountain Division.

No. 7½. Mileage and Expenses of Locomotive Engines, Western Division.

No. 8. Abstract of Passengers carried, and miles traveled during 1859.

No. 8½. Comparative Statement of Receipts from Foreign Passengers.

No. 9. Receipts from Local Passengers on Pennsylvania Railroad.

No. 10. Number of Passengers from Local Stations.

No. 10½. Passengers to and from Foreign Stations.

No. 11. Emigrant Statement.

No. 12. Freight Earnings of Pennsylvania Railroad for 1859.

No. 13. General Statement of Freight (in money) sent from each station to each station on Pennsylvania Railroad.

No. 14. General Statement of Freight (in pounds) sent from each station to each station on Pennsylvania Railroad.

No. 15. Tonnage of articles sent from and received at Philadelphia, via Pennsylvania Railroad, during 1859.

No. 16. Tonnage of articles carried over Philadelphia Division of Pennsylvania Railroad.

No. 17. Tonnage of articles carried in cars of individuals over Pennsylvania Railroad.

No. 18. Statement of Coal to and from each station, carried in cars of the Company, on Pennsylvania Railroad.

No. 19. General information of Freights, Tonnage, Mileage, &c., &c.

No. 20. Classification of Freight.

In addition to the above list, there will also be found detailed statements of expenses (condensed in Statement No. 5) for each month in the year 1859, and for the following departments, viz:

Motive Power.

Conducting Transportation, Passengers.

Conducting Transportation, Freight.

Maintenance of Cars.

Maintenance of Way.

General Expenses.

## MEMORANDUM OF EARNINGS AND EXPENSES

*Of Main Line of Pennsylvania Canal for the year 1859, viz:*

To amount of Tolls on Boats,	-	-	-	\$21,233	15
“ “ on Lading,	-	-	-	150,828	21
“ “ at Outlet Lock, Columbia,	-	-	-	14,173	00
“ “ “ Middletown,	-	-	-	1,886	18
“ “ Bridge Tolls and Ferriages,	-	-	-	7,089	22
“ “ Miscellaneous Earnings,	-	-	-	2,339	62

Gross earnings,	-	-	-	\$197,549	38
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By amount of expenses in—

Maintenance of Canal Department, \$140,105 07

Canal Transportation “ 35,347 31

Total expenses,	-	-	-	\$175,452	38
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Leaving net earnings,	-	-	-	\$22,097	00
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## CANAL STATEMENT, No. 1.

*Showing in detail the expenses of Canal Department for the year ending December 31, 1859.*

HEADS OF ACCOUNTS.	MAINTENANCE OF CANAL.		CANAL TRANSPORTATION.	TOTAL.
	Ordinary.	Extraordinary.		
Aqueducts, repairs of.....	\$726 75	\$12,293 31	.....	\$13,020 06
Boats and Flats, and repairs of.....	1,354 70	.....	.....	1,354 70
Bridges, repairs of.....	697 52	32,006 15	.....	32,703 67
Canal Bed and Banks, repairs of.....	12,280 52	23,385 68	.....	35,666 20
Collectors.....	.....	.....	6,430 89	6,430 89
Culverts, repairs of.....	159 37	91 57	.....	250 94
Dams, repairs of.....	1,341 75	5,486 62	.....	6,828 37
Houses, repairs of.....	829 54	1,424 71	.....	2,254 25
Incidentals.....	1,073 84	.....	12,462 62	13,536 46
Lock Keepers.....	.....	.....	11,058 31	11,058 31
Locks, repairs of.....	1,945 33	21,314 19	.....	23,259 52
Materials.....	3,439 35	.....	.....	3,439 35
Rents and Furniture.....	208 48	.....	413 16	621 64
Slope and Vertical Walls, repairs of.....	4 90	1,655 72	.....	1,660 62
Stationery, Printing, and Office Expenses.....	667 76	.....	2,008 87	2,616 63
Superintendence.....	6,367 61	.....	1,640 08	8,007 69
Taxes and Real Estate.....	325 34	.....	.....	325 34
Tools.....	8,326 56	.....	.....	8,326 56
Waste Weirs and Sluices, repairs of.....	300 81	1,438 37	.....	1,739 18
Watchmen.....	1,018 62	.....	.....	1,018 62
Weigh Masters.....	.....	.....	1,333 38	1,333 38
Totals.....	41,008 75	99,096 32	35,347 31	175,452 38

## CANAL STATEMENT, No. 2.

*Showing in detail the earnings of Canal Department for the year ending December 31, 1859.*

FROM COLLECTOR'S OFFICE AT	AMOUNT.	
Columbia.....	\$27,228	24
Middletown.....	10,401	94
Middletown Outlet Lock.....	1,398	38
Harrisburg.....	1,330	03
Duncan's Island.....	19,568	40
Junction.....	95,527	44
Lewistown.....	4,304	08
Huntingdon.....	16,654	92
Hollidayburg.....	3,282	29
Johnstown.....	1,262	68
Blairsville.....	3,115	09
Freeport.....	3,366	21
Freeport Aqueduct.....	520	70
Pittsburgh.....	7,249	36
Sundry Sources.....	2,339	62
	\$197,549	38

Accounting Department.

Pennsylvania Railroad Company, Dec. 31, 1859.

ACCOUNTING DEPARTMENT—STANDARD

*General Exhibit of Earnings and Expenses of the Pennsylvania Railroad Company, for the year ending December 31st.*

DEBIT	TO AMOUNT OF EARNINGS FROM		CR.	BY AMOUNT OF EXPENSES IN	
Freight at Stations.....	\$3,419,494 10		Conducting Transportation, Passenger Department,	\$364,891 43	
Tolls on individual Cars .....	231,685 05		Conducting Transportation, Freight Department,	968,149 57	\$1,333,041 00
Tolls from West Chester and Philadelphia R. R....	239 79		Motive Power, Passenger Department.....	\$284,798 10	
Har. and Lancaster R. R. Co. for Motive Power....	4,498 66		Motive Power, Freight Department.....	579,278 82	864,076 92
West Chester & Phila. R. R. Co., for Motive Power.	239 40		Maintenance of Cars, Passenger Department.....	\$62,062 67	
Use of River Track at Columbia.....	554 15	\$3,656,111 15	Maintenance of Cars, Freight Department.....	128,215 67	190,278 34
First Class Passengers.....	\$1,368,189 10		Maintenance of Way, Passenger Department .....	\$268,453 00	
Emigrant Passengers.....	49,414 11		Maintenance of Way, Freight Department.....	402,642 19	671,100 19
Adams & Co.'s Express .....	75,129 00		General Expenses, Passenger Department.....	\$28,498 51	
Carrying United States Mails.....	74,483 00	1,570,515 43	General Expenses, Freight Department.....	43,303 19	72,241 70
Tolls on Passengers, from West Chester and Philadelphia R. R. Co.....	3,309 22		By amount of net proceeds to balance.....		\$3,130,738 15
Rents .....	\$41,682 29	135,728 63			2,231,617 06
Individuals and Companies.....	36,819 92				\$5,362,355 21
Sundry Sources .....	37,186 42				
		\$5,362,355 21			

## STATEMENT No. 1.

*Condensed Exhibit of Earnings and Expenses, together with Net Earnings for each month during the year.*

MONTHS.	GROSS EARNINGS.	EXPENSES.	NET EARNINGS.
January.....	\$377,087 64	\$224,887 01	\$152,200 63
February.....	415,856 89	234,343 94	181,512 95
March.....	533,683 37	269,904 22	263,779 15
April.....	462,425 78	268,250 93	194,174 85
May.....	426,526 19	272,262 92	154,263 27
June.....	388,403 98	283,272 78	105,131 20
July.....	380,773 42	231,738 13	149,035 29
August.....	486,513 68	251,512 03	235,001 65
September.....	524,620 11	278,145 80	246,474 31
October.....	497,986 71	279,789 75	218,196 96
November.....	455,320 80	214,201 44	241,119 36
December.....	433,156 64	272,429 20	160,727 44
Total.....	\$5,362,355 21	\$3,130,738 15	\$2,231,617 06



# ANNUAL REPORT, 1859.

## ACCOUNTING DEPARTMENT—STATEMENT No. 2.

*Exhibiting in detail amount of Earnings of Pennsylvania Railroad from all sources for the year ending December 31st, 1859.*

### PASSENGER EARNINGS, PENNSYLVANIA RAILROAD.

1859. MONTHS.	FROM FIRST CLASS PASSENGERS.				EMIGRANT PASSENGERS.			ADAMS & CO'S EXPRESS.			CARRYING U. S. MAILS.			Pennsylvania Railroad and Philadelphia Division. TOTALS.
	Penna. R.R. proper.	Philadelphia Division.	Tolls from Old West Chester Rd	TOTAL.	Penna. R.R. proper.	Philadelphia Division.	TOTAL.	Penna. R.R. proper.	Philadelphia Division.	TOTAL.	Penna. R.R. proper.	Philadelphia Division.	TOTAL.	
January....	\$47,561 57	\$22,906 93	\$919 86	\$71,388 36	\$1,654 66	\$415 44	\$2,070 10	\$4,373 20	\$1,268 80	\$5,642 00	\$4,291 66	\$1,222 92	\$5,514 58	\$84,615 04
February....	51,789 55	22,254 00	908 89	74,952 44	1,704 89	426 07	2,130 96	4,036 80	1,171 20	5,208 00	4,291 66	1,222 92	5,514 58	87,805 98
March.....	86,639 73	33,936 53	1,115 46	121,711 72	3,812 58	876 76	4,689 34	4,541 40	1,317 60	5,859 00	4,291 66	1,222 92	5,514 58	137,774 64
April.....	75,583 90	36,754 97	365 01	112,703 88	3,893 88	817 25	4,711 13	4,373 20	1,268 80	5,642 00	4,291 66	1,222 92	5,514 58	128,571 59
May .....	77,575 48	34,409 55	.....	111,985 03	4,686 02	1,307 04	5,993 06	4,373 20	1,268 80	5,642 00	4,291 66	1,222 92	5,514 58	129,134 67
June.....	65,510 72	30,613 15	.....	96,123 87	3,522 44	909 56	4,432 00	4,373 20	1,268 80	5,642 00	4,291 66	1,222 92	5,514 58	111,712 45
July.....	69,551 49	31,744 22	.....	101,595 71	2,692 41	607 39	3,299 80	4,373 20	1,268 80	5,642 00	4,291 65	1,222 92	5,514 58	116,052 09
August .....	83,980 34	40,286 75	.....	124,267 09	3,002 17	708 22	3,710 39	4,541 40	1,317 60	5,859 00	4,291 66	1,222 92	5,514 58	139,351 06
September.	85,153 92	41,109 35	.....	126,325 27	3,327 53	785 42	4,112 95	4,373 20	1,268 80	5,642 00	4,291 66	1,222 92	5,514 58	141,594 80
October.....	78,981 15	36,534 87	.....	115,516 02	4,101 56	783 77	4,885 33	4,373 20	1,268 80	5,642 00	4,291 66	1,222 92	5,514 58	131,557 93
November..	61,293 45	27,781 30	.....	89,074 75	3,218 49	785 48	4,003 97	4,373 20	1,268 80	5,642 00	4,291 66	1,222 92	5,514 58	104,235 30
December...	46,165 41	26,375 26	.....	72,540 67	1,758 26	461 12	2,219 38	4,541 40	1,317 60	5,859 00	4,259 74	1,222 88	5,482 02	86,101 67
Totals....	\$830,088 71	\$384,786 88	\$3,309 22	\$1,218,184 81	\$37,374 89	\$3,883 52	\$46,258 41	\$52,646 60	\$15,274 40	\$67,921 00	\$51,468 00	\$14,675 00	\$66,143 00	\$1,398,507 22

## STATEMENT No. 2.—Continued.

1859. MONTHS.	PASSENGER EARNINGS, HARRISBURG AND LANCASTER RAILROAD.									
	MAIN STEM.					BRANCH.				
	First Class Passengers.	Emigrant Passengers.	Adams & Co's Express.	Carrying U. S. Mails.	TOTALS.	First Class Passengers.	Emigrant Passengers.	Carrying U. S. Mails.	TOTALS.	TOTAL PASSENGER EARNINGS.
January.....	\$7,307 53	\$51 48	\$598 00	\$627 08	\$9,584 09	\$1,583 08	\$87 78	\$67 92	\$1,749 33	\$94,948 51
February.....	7,589 36	53 56	552 00	627 08	8,822 00	1,616 30	101 79	67 92	1,780 10	98,408 08
March.....	13,077 25	114 57	621 00	627 08	14,429 88	3,880 80	220 21	67 92	4,168 93	156,383 45
April.....	12,306 76	56 09	598 00	627 08	13,677 93	3,247 94	112 20	67 92	3,428 06	145,677 58
May.....	11,042 76	162 13	598 00	627 08	12,429 91	2,818 77	309 99	67 92	3,196 68	144,761 26
June.....	9,799 32	115 97	598 00	627 08	11,140 37	1,984 98	224 24	67 92	2,277 14	125,129 96
July.....	9,311 36	76 64	598 00	627 08	10,613 08	2,100 98	145 63	67 92	2,314 53	128,970 70
August.....	12,520 27	91 95	621 00	627 08	13,860 30	2,384 82	174 71	67 92	2,627 45	155,838 81
September.....	13,440 60	109 53	598 00	627 08	14,775 21	2,363 45	208 13	67 92	2,639 50	159,009 51
October.....	12,168 09	98 10	598 00	627 08	13,491 87	2,400 08	186 65	67 92	2,654 65	147,704 45
November.....	9,203 74	96 79	598 00	627 08	10,615 61	1,616 23	183 89	67 92	1,868 04	116,718 95
December.....	7,794 50	56 40	621 00	627 12	9,099 02	1,579 33	107 27	67 88	1,754 48	96,955 17
TOTAL.....	\$125,742 06	\$1,083 21	\$7,199 00	\$7,525 00	\$141,549 27	\$27,671 45	\$2,072 49	\$815 00	\$30,458 94	\$1,570,515 43

## STATEMENT No. 2—Continued.

FREIGHT EARNINGS.										MISCELLANEOUS EARNINGS.					GRAND TOTALS.	
1859. MONTHS.	Freight on Tonnage.	Tolls on Individual Cars, Penna. R.R.	TOLLS ON PHILADELPHIA DIVISION.						TOTAL FREIGHT EARNINGS.	Rents. Individuals and Companies.	Sundry Sources.	TOTAL MISCELLANEOUS.				
			On Cars of Individuals.	W. Chester and Phila. R.R.	W. Chester and Phila. R. R. for Motive Power.	For use of River Track at Columbia.	Total Tolls on Philadelphia Division.	Harris' B'g and Lan. R. R. for Motive Power.								
January ....	\$252,133 92	\$6,590 13	\$13,611 44	20 64	49 67	\$53 75	\$13,735 50	\$281 48	\$272,741 03	\$2,213 28	\$1,347 35	\$5,837 47	\$9,398 10	\$277,087 64		
February...	284,308 18	6,443 81	14,198 76	13 69	67 16	67 40	14,347 01	294 04	305,393 04	4,106 01	3,528 52	4,421 24	12,055 77	415,856 89		
March.....	347,408 00	5,932 29	15,534 57	15 65	63 53	70 45	15,684 20	432 56	369,457 05	1,852 76	3,361 84	2,628 27	7,842 87	533,683 37		
April.....	285,445 14	6,114 33	15,686 22	15 59	59 04	41 95	15,802 80	468 91	307,831 18	4,015 06	3,426 94	875 02	8,917 02	462,425 78		
May.....	240,861 42	6,688 95	15,322 73	14 75	.....	68 05	15,405 53	453 55	263,409 45	2,903 29	11,563 58	3,888 61	18,355 48	426,526 19		
June.....	233,879 61	6,379 36	13,103 88	19 60	.....	45 55	13,169 03	450 18	256,878 18	3,468 49	2,345 63	581 72	6,395 84	388,403 98		
July.....	229,131 97	5,714 85	9,971 90	.....	.....	35 60	10,067 50	246 28	245,100 60	2,877 39	1,475 07	2,340 06	6,693 12	386,773 42		
August.....	301,214 02	6,633 41	15,225 80	31 96	.....	37 65	15,295 41	362 47	323,505 31	3,374 15	2,053 68	1,741 73	7,169 56	486,513 68		
September..	325,975 47	7,413 35	11,711 12	24 82	.....	30 50	11,766 44	373 97	345,529 23	2,631 07	2,867 54	14,582 76	20,081 37	524,620 11		
October.....	321,558 95	8,063 92	8,388 68	26 02	.....	27 50	8,442 20	341 35	338,412 42	2,597 35	2,346 60	6,925 89	11,869 84	497,986 71		
November...	293,436 66	8,754 01	6,340 18	30 46	.....	29 55	6,416 19	386 66	309,023 52	3,785 54	1,007 27	4,185 52	9,578 33	455,320 80		
December...	303,376 95	7,644 25	7,338 92	26 61	.....	36 20	7,401 73	407 21	318,830 14	7,257 90	935 90	9,177 53	17,371 33	493,156 64		
Totals ...	\$3,424,730 29	\$82,408 66	\$146,440 20	\$239 79	\$239 40	\$354 15	\$147,473 54	\$4,498 66	\$3,636,111 15	\$41,682 29	\$36,859 92	\$57,186 42	\$135,728 63	\$5,362,355 21		

## ANNUAL REPORT, 1859.

## ACCOUNTING DEPARTMENT—STATEMENT No. 3.

*Exhibiting the Monthly Totals of various Class Earnings of Pennsylvania Railroad and Connections for the year ending December 31st, 1859.*

CLASS.	JANUARY.	FEBRUARY.	MARCH.	APRIL.	MAY.	JUNE.	JULY.	AUGUST.	SEPTEMBER.	OCTOBER.	NOVEMBER.	DECEMBER.	TOTALS.
<i>Freight Earnings.</i>													
Freight at Stations, - - - - -	\$256,133 92	\$284,398 18	\$216,439 93	\$284,177 02	\$240,861 42	\$226,879 61	\$229,151 97	\$301,214 02	\$425,975 47	\$321,558 95	\$493,426 66	\$303,376 05	\$3,419,494 10
Tolls on Individual Cars, - - - -	20,201 57	20,412 57	22,431 43	23,065 59	22,011 68	19,433 21	15,636 75	21,859 21	19,121 47	16,158 60	13,130 19	14,253 17	231,085 05
Tolls from West Chester and Philadelphia, R. R., -	20 64	13 63	42 53	59 54	11 55	19 60	-	31 96	24 82	26 02	30 46	40 21	239 79
Harr. & Lane, R. R. Co., for Motive Power, -	281 48	234 04	422 53	465 91	453 55	430 18	246 28	392 47	373 97	341 33	386 66	407 21	4,438 66
West Chester & Phila. R. R. Co., for Motive P., -	49 47	44 16	63 23	59 01	-	-	-	-	-	-	-	-	239 40
Use of River Track at Columbia, -	35 73	67 19	70 45	41 15	68 63	45 55	35 60	37 65	30 50	27 50	39 55	36 20	554 15
Total Freight Earnings, - - - -	272,741 03	305,393 04	309,457 05	397,831 18	293,409 45	256,878 18	245,100 69	323,505 31	345,529 23	338,712 42	399,023 52	318,899 14	3,636,111 15
<i>Passenger Earnings.</i>													
First Class Passengers, - - - - -	79,559 71	83,243 30	137,554 29	127,983 57	125,846 50	107,908 17	113,008 05	139,172 18	142,129 32	130,081 79	99,984 72	81,914 50	1,365,189 10
Transient Passengers, - - - - -	2,219 36	2,286 31	5,624 12	4,879 42	6,165 18	4,772 21	3,522 07	3,197 05	4,439 61	5,170 08	4,284 65	2,383 65	49,414 11
Agents & Ticket Sales, - - - - -	6,240 00	5,760 00	6,480 00	6,240 00	6,240 00	6,240 00	6,240 00	6,480 00	6,240 00	6,240 00	6,240 00	6,480 00	75,130 00
Carriage & United States Mails, -	6,209 58	6,209 58	6,209 58	6,209 58	6,209 58	6,209 58	6,209 58	6,209 58	6,209 58	6,209 58	6,209 58	6,177 62	74,483 00
Tolls on Passengers from West. Ches. R. R. Co., -	919 86	908 89	1,115 46	365 01	-	-	-	-	-	-	-	-	3,399 22
Total Passenger Earnings, - - - -	99,948 51	99,408 08	136,943 43	115,677 58	144,701 26	125,129 96	128,979 70	153,838 81	159,009 51	147,704 45	116,718 95	96,953 17	1,570,515 43
<i>Miscellaneous Earnings.</i>													
Rents, - - - - -	2,213 28	4,106 01	1,832 76	4,615 06	2,903 29	3,408 49	2,877 39	3,374 15	2,631 07	2,597 55	3,785 54	7,957 90	41,682 29
Individuals and Companies, - - -	1,847 57	3,549 54	3,361 84	3,436 94	11,563 58	2,345 63	1,175 07	2,053 68	2,967 54	2,316 60	1,907 27	4,935 90	36,859 92
Sundry Sources, - - - - -	5,887 47	4,421 24	2,658 27	875 02	3,888 61	581 72	2,340 66	1,741 73	14,582 76	6,925 89	4,158 52	9,177 53	57,186 42
Total Miscellaneous Earnings, - -	9,948 32	12,055 77	7,842 87	8,917 02	18,355 48	6,395 84	6,693 12	7,169 56	20,081 37	11,869 84	9,578 33	17,371 33	135,728 63
Total Earnings from All Sources, -	377,087 61	415,636 89	503,653 37	497,425 78	446,536 19	388,403 98	389,773 42	486,515 68	524,620 11	497,896 71	435,340 80	433,136 64	5,536,355 21

## ANNUAL REPORT, 1859.

## ACCOUNTING DEPARTMENT—STATEMENT No. 4.

*Condensed Exhibit of Monthly Expenses in Motive Power, Conducting Transportation, Maintenance of Cars, Maintenance of Way, and General Expenses Departments, for the year 1859.*

1859.	MOTIVE POWER DEPARTMENT.			CONDUCTING TRANSPORTATION DEPARTMENT.			MAINTENANCE OF CARS DEPARTMENT.			MAINTENANCE OF WAY DEPARTMENT.			GENERAL EXPENSES DEPARTMENT.			TOTALS.
	Passenger.	Freight.	Totals.	Passenger.	Freight.	Totals.	Passenger.	Freight.	Totals.	Passenger.	Freight.	Totals.	Passenger.	Freight.	Totals.	
January ....	\$24,319 80	\$51,029 80	\$75,349 60	\$24,223 70	\$73,753 44	\$97,977 20	\$5,674 36	\$9,946 10	\$15,620 46	\$11,862 96	\$17,795 19	\$29,658 15	\$2,572 61	\$3,708 99	\$6,281 60	\$224,587 01
February..	20,891 56	46,878 03	67,769 62	22,531 25	75,682 64	98,213 89	4,328 16	8,231 24	12,559 40	19,722 29	29,533 37	49,255 66	2,600 11	3,945 26	6,545 37	234,343 94
March ....	25,642 89	54,357 69	80,000 58	39,529 41	86,620 87	126,141 28	6,034 67	9,855 77	15,890 44	16,839 14	25,261 88	42,101 02	2,308 36	3,462 54	5,770 90	269,964 22
April .....	23,647 90	46,257 02	69,905 01	32,191 12	81,146 01	113,337 16	6,178 41	12,549 66	18,728 07	20,054 49	29,081 71	50,136 20	6,467 78	9,686 71	16,144 49	268,250 93
May.....	28,847 00	54,221 62	83,068 62	29,764 07	82,539 10	112,393 17	5,128 28	11,314 32	16,442 60	22,370 88	33,556 38	55,927 26	1,808 49	2,712 78	4,521 27	272,262 92
June .....	25,817 68	59,435 99	76,253 67	33,713 96	77,630 26	111,344 10	6,480 53	12,738 68	19,219 21	28,436 95	42,655 46	71,092 40	2,145 35	3,218 05	5,363 40	283,272 78
July .....	21,415 69	42,781 34	64,200 03	28,389 14	68,007 75	96,396 89	5,388 14	11,057 52	16,445 66	20,170 25	30,255 52	50,425 77	1,707 91	2,561 87	4,269 78	231,738 13
August ....	21,564 02	46,446 00	68,010 02	31,721 15	80,238 37	111,959 52	4,656 15	10,133 20	14,789 35	21,140 86	31,711 40	52,852 26	1,560 34	2,340 54	3,900 88	251,512 08
September	22,833 23	42,220 06	65,053 29	32,239 02	82,095 21	114,334 23	5,808 88	10,811 79	16,120 62	31,337 02	47,006 15	78,343 17	1,713 79	2,570 70	4,284 49	278,145 80
October....	22,414 61	46,325 89	69,740 50	31,076 32	84,220 64	115,296 96	5,336 85	11,226 33	16,563 18	28,815 48	43,223 37	72,038 85	2,460 08	3,690 18	6,150 26	279,789 75
November..	21,735 47	47,515 05	69,250 53	28,869 32	82,767 52	111,636 84	3,266 86	10,164 33	13,431 19	26,251 69	39,422 68	65,704 37	1,671 39	2,507 12	4,178 51	264,201 44
December..	24,665 15	50,800 30	75,465 45	30,651 97	93,447 79	124,099 76	4,281 43	10,186 73	14,468 16	21,425 96	32,139 09	53,565 08	1,932 30	2,898 45	4,830 75	272,429 20
Totals....	284,798 10	579,278 82	864,076 92	364,891 42	968,149 57	1,333,041 00	62,062 67	128,215 67	190,278 34	268,458 00	402,642 19	671,100 19	28,338 51	43,303 19	72,641 70	3,180,738 15



## ANNUAL REPORT, 1859.

## ACCOUNTING DEPARTMENT—STATEMENT No. 5.

*Expenses of Pennsylvania Railroad Company for year ending December 31, 1859.*

HEADS OF ACCOUNTS.	CONDUCTING TRANSPORTATION ACCOUNTS.		MOTIVE POWER ACCOUNTS.		MAINTENANCE OF CAR ACCOUNTS.		MAINTENANCE OF WAY ACCOUNTS.		GENERAL EXPENSES ACCOUNTS.		TOTALS.
	Passenger.	Freight.	Passenger.	Freight.	Passenger.	Freight.	Passenger.	Freight.	Passenger.	Freight.	
Advertising.....	\$6,420 11	\$7,177 93							\$1,176 43	\$1,814 68	\$10,589 14
Agents, Station.....		20,829 35									20,829 35
Agents, Ticket.....	17,334 68										17,334 68
Attendants.....									576 00	864 00	1,440 00
Baggage Masters.....	13,836 91										13,836 91
Ballast.....							\$22,015 67	\$83,026 06			56,041 73
Brokenmen.....	17,206 12	106,140 76									123,346 88
Bridges, repairs of.....							46,999 85	70,400 32			117,500 17
Car Furniture and Fixtures.....	5,013 49	3,631 15									8,644 64
Car Shops and Sheds, repairs of.....											8,644 64
Cars, cleaning and inspecting.....					\$1,219 26	\$1,831 52					3,050 78
Cars, repairs of Ballast and Wood.....	11,161 31	9,747 14									20,908 45
Cars, repairs of Freight.....					1,953 18	2,929 91					4,883 09
Cars, repairs of Passenger and Baggage.....					21,591 02	21,591 02					43,182 04
Cars, repairs of Road and Hand.....					57,648 18						57,648 18
Chairs.....											2,756 34
Clerks.....	3,590 57	43,066 49									46,656 06
Coal.....					\$1,016 23	\$86,930 72					87,946 95
Conductors.....	23,982 11	44,483 25									68,465 35
Cotton Waste.....					1,717 10	3,882 24					5,599 34
Cross Ties.....											92,013 79
Dispatchers.....							36,805 40	55,208 30			92,013 79
Drawbacks and Overcharges.....	1,080 00	13,823 26									14,903 26
Engineers and Firemen, Freight.....	1,119 38	50,647 27									51,766 65
Engineers and Firemen, Passenger.....											108,449 39
Eng. House, Mac. Shops & T. Tables, repairs of.....					8,346 73						38,346 73
Expenses at Stations, except Labor.....					12,259 33						20,375 90
Expenses on Property.....	1,170 61	3,558 30									4,728 91
Fluid.....					256 13	338 36					594 49
Amount carried forward.....	101,915 26	302,104 90	49,472 76	210,240 04	60,810 62	126,352 46	116,578 82	174,815 04	8,779 77	13,219 79	\$1,164,894 75







ANNUAL REPORT, 1859.  
ACCOUNTING DEPARTMENT—STATEMENT No. 6.  
*Mileage and Expenses of Engines, Philadelphia Division.*

Engines.	Builders.	Placed on Road.	Number of Drivers.		Inches.	Weight.	Weight on Drivers.	Miles run with Passenger Trains.	Miles run with Distributing Trains.	Miles run with Freight Trains.	Total number of Miles Run.	Cost of Repairs.	Cost of Fuel.	Cost of Stores.	Cost per 100 Miles.			REMARKS.
			in	Size of Drivers.											Repairs.	Fuel.	Fluid, oil, waste and tallow.	
No. 26	M. W. Baldwin.....	Jan., 1852	460 15	by 20 38 67 5	22 87 5		8,766	260	2,676	11,702	\$510 82	\$815 39	\$100 33	\$4 36	\$6 97	89	\$12 19	In running order.
27	do	Jan., 1852	460 15	by 20 47 400 23 600			21,632		280	21,912	1,689 37	1,574 92	142 84	7 21	7 19	0 65	15 05	In W. Philadelphia shop for repairs.
28	do	Feb., 1852	460 15	by 20 38 67 5	22 87 5		1,178			1,178	1,117 58	86 98	13 85	94 02	7 38	1 18	103 43	In Parkesburg shop for new fire box.
32	do	April, 1852	460 15	by 20 47 400 28 000			28,449			28,449	1,429 41	1,871 98	237 43	5 87	6 58	0 83	12 43	In running order.
33	do	June, 1852	460 15	by 20 47 400 28 000			26,731			26,731	2,206 20	1,812 50	203 97	8 25	6 78	0 76	15 79	In running order.
46	do	Jan., 1853	644 18	by 22 63 100 44 800					8,720	8,720	2,131 38	943 43	93 73	24 44	7 38	1 07	32 59	In good order.
63	Seth Wilmarth.....	April, 1853	466 16	by 22 57 600 35 900			21,161			21,277	3,871 71	1,712 72	233 77	18 29	8 05	1 10	27 35	In shop (Albion) for new fire box and fires.
64	M. W. Baldwin.....	Sept., 1853	466 16	by 22 57 400 35 800			19,612		674	20,286	963 71	1,490 78	182 92	4 75	7 35	0 90	13 09	In good order.
134	M. W. Baldwin & Co	Jan., 1859	466 15	by 24 59 100 35 600			24,284			24,284	572 25	2,079 78	205 01	2 36	8 57	0 84	11 77	In good order.
141	M. W. Baldwin.....	Jan., 1859	448 10 1/2	by 16				2,931		2,931	118 12	141 63	21 75	4 03	4 83	0 79	9 65	In running order.
142	do	May, 1845	648 13 3/8	by 22			1,968		5,820	7,788	196 15	449 71	65 47	2 52	5 77	0 84	9 13	In running order.
143	do	Mar., 1847	448 13	by 18 40 000 24 000			1,200	2,040	2,400	5,640	73 76	369 95	62 21	1 31	6 56	1 10	8 97	In running order.
144	Richard Norris.....	May, 1848	448 12 5/8	by 22 38 000 12 400			696	1,425	16,240	18,387	925 65	939 59	133 29	5 03	5 11	0 72	10 86	In good order.
145	do	June, 1848	448 13	by 24 38 000 12 400			201		13,648	13,849	368 90	747 26	85 84	2 66	5 39	0 62	8 67	Sold to Delaware & Raritan Bay R. R. Co.
147	R. Norris & Sons.....	May, 1849	460 11	by 26 40 200 22 400			16,584		292	16,876	890 55	633 52	130 36	5 28	3 75	0 77	9 80	In good order.
150	do	Nov., 1849	454 12 1/2	by 24 40 800 26 000				13,410		13,410	952 07	768 85	87 33	7 10	5 73	0 65	13 48	In good order.
151	do	Dec., 1849	454 12 5/8	by 24 40 800 26 000			24	10,928	27	10,979	975 97	739 43	76 87	8 89	6 73	0 70	16 32	In shop (Parkesburg) for general repairs.
152	do	Mar., 1850	460 11	by 26 40 200 22 400			3,379			3,379	1,707 58	137 76	33 06	50 53	4 08	0 98	55 59	Sold to Delaware & Raritan Bay R. R. Co.
153	do	April, 1850	460 11	by 26 40 200 22 400			10,956			10,956	2,141 97	604 28	78 38	19 53	5 52	0 72	25 77	In good order.
154	do	June, 1851	460 11	by 26 41 600 24 600			7,128	6,874	924	14,926	807 52	772 34	124 71	5 81	5 17	0 84	11 82	In running order.
155	do	Feb., 1851	460 11	by 26 41 600 24 600			9,303	50	1,120	10,473	292 40	474 56	104 25	1 93	4 53	0 99	7 45	In running order.
157	do	May, 1851	454 12 1/2	by 24				8,701		8,701	314 91	424 26	58 24	3 62	4 88	0 67	9 17	In running order.
158	do	April, 1851	454 12 1/2	by 24			191		4,870	5,061	826 01	199 46	48 55	16 32	3 94	0 96	21 22	In good order.
159	Lanc. Loco. Works...	June, 1853	460 16	by 22 53 000 31 800			13,417		270	13,687	836 92	1,054 48	113 68	6 11	7 70	0 83	14 64	In good order.
160	do	July, 1853	460 16	by 22 53 000 31 800			28,916		116	29,032	2,013 42	2,190 58	239 61	6 94	7 55	0 82	15 31	In good order.
161	do	Aug., 1853	460 16	by 22 53 000 30 800			106		16,401	16,507	436 33	1,020 14	146 16	2 64	6 18	0 89	9 71	In shop (Parkesburg) for general repairs.
162	do	Sept., 1853	460 16	by 22 52 000 30 800			15,149		3,424	18,564	2,484 44	1,503 35	175 51	13 38	7 27	0 95	21 60	In good order.
163	do	Sept., 1853	460 16	by 22 53 000 31 800			16,917		989	17,906	411 17	1,503 36	178 64	2 30	8 40	1 00	11 70	In good order.
164	do	Sept., 1853	460 16	by 22 53 000 31 800			27,437		216	27,653	1,513 62	2,246 98	260 54	5 47	8 13	0 94	14 54	In good order.

165	do	Sept.	1853	4 66 16	by 20 55,200 33,200	29,900	58	29,958	1,474 43	2,453 11	263 57	4 92	8 19	0 88	13 99	In ordinary order.	[smoke consumed]	
166	do	Oct.	1853	4 66 16	by 20 55,200 33,200	12,296	.....	12,296	5,712 63	1,008 07	109 61	46 45	8 20	0 89	55 54	Rebuilt, copper fire box, changed to 54 inch tires.		
167	M. W. Baldwin.....	Mar.	1854	4 54 17	by 22 64,550 40,850	27,720	.....	27,720	7,28 28	1,305 97	201 47	3 21	5 75	0 89	9 85	In good order.		
168	do	Mar.	1854	4 54 17	by 22 64,550 40,850	.....	.....	24,088	24,088	499 37	1,428 82	232 11	2 07	5 83	0 96	8 96	In running order.	
169	R. Norris & Sons.....	April,	1854	4 60 16	by 22 .....	.....	.....	19,514	19,514	429 43	1,148 45	162 79	4 76	5 89	0 83	11 48	In good order.	
170	do	April,	1854	4 60 16	by 22 .....	.....	.....	21,449	21,449	873 02	1,208 65	177 45	4 07	5 64	0 83	10 54	In good order.	[and fire box.
171	M. W. Baldwin.....	May,	1854	4 60 16	by 22 54,400 31,400	.....	.....	560	560	2,427 17	44 59	3 44	.....	8 60	0 61	8 61	In shop (Parksburg) for general repairs	
172	Lanc. Loco. Works.....	May,	1854	4 66 16 1/2	by 20 56,800 34,300	7,643	.....	132	7,775	3,442 64	750 17	89 54	44 28	9 65	1 15	55 08	In good order.	
173	M. W. Baldwin.....	May,	1854	4 60 16	by 22 54,400 31,400	.....	.....	9,724	9,724	2,709 84	448 02	72 79	27 87	4 61	0 75	33 23	In shop (Parksburg) for new tires.	
174	R. Norris & Sons.....	May,	1854	4 60 16	by 22 57,200 41,200	.....	.....	9,440	9,440	2,797 61	694 21	92 74	31 75	7 35	0 98	40 08	In shop (Altoona) for new fire box	
175	Lanc. Loco. Works.....	June,	1854	4 66 16 1/2	by 20 56,800 34,300	30,978	.....	262	31,240	1,959 67	2,561 33	206 75	5 63	8 20	0 95	14 78	In good order.	[wheels and ties.
176	do	Dec.	1854	4 60 16	by 22 57,200 34,200	.....	.....	21,491	21,491	918 46	1,178 68	191 52	4 27	5 49	0 90	10 62	In running order.	
177	do	Jan.	1855	4 54 16	by 22 57,200 34,200	.....	.....	3,366	3,366	3,502 91	140 72	43 46	.....	4 14	1 28	5 42	In good order, changed to 54 inch tires.	
178	do	May,	1855	4 60 16	by 22 57,000 34,200	.....	.....	21,520	21,520	1,112 87	1,217 30	253 59	5 17	5 66	1 18	12 01	In good order.	
179	do	May,	1855	4 60 16	by 22 59,400 34,600	.....	.....	16,965	16,965	1,576 43	85 46	140 98	9 32	5 24	0 83	15 39	In good order.	
180	do	Oct.	1855	4 60 16 1/2	by 22 58,400 36,000	1,232	.....	12,170	13,402	922 69	672 82	132 94	6 89	5 02	0 99	12 90	In good order.	
181	do	Dec.	1855	4 60 17 1/2	by 20 59,200 34,200	512	.....	12,690	13,202	595 59	932 13	145 50	4 51	7 06	1 10	12 67	In good order.	[54 inch tires.
182	do	Feb.	1856	4 54 17	by 20 59,200 34,200	.....	.....	16,044	16,044	1,195 59	882 79	202 56	7 45	5 05	1 26	14 21	In good order, had fire b. x. changed to 54 inch tires.	
183	do	Feb.	1856	4 54 16 1/2	by 22 58,400 36,000	.....	.....	21,789	21,789	662 79	1,282 71	240 42	3 04	5 90	1 10	10 01	In good order, had fire b. x. changed to 54 inch tires.	
184	do	Mar.	1856	4 60 16 1/2	by 22 58,400 36,000	.....	.....	18,276	18,276	1,033 37	1,007 35	261 74	5 65	5 56	1 10	12 26	In good order.	
185	N. J. Manuff'g Co.....	Mar.	1856	4 54 16	by 22 53,000 32,200	.....	.....	18,585	15,039 01	1,058 29	1,058 29	189 89	8 12	5 86	1 02	15 09	In good order.	[and fire box.
186	Lanc. Loco. Works.....	April,	1856	4 60 16		74	.....	9,876	9,950	2,183 73	493 61	105 58	21 95	7 00	1 06	30 01	In shop (Parksburg) for general repairs	
187	N. J. Manuff'g Co.....	April,	1856	4 54 16	by 22 53,000 32,200	.....	.....	21,461	21,461	612 09	1,290 57	224 99	2 85	6 01	1 05	9 91	In good order.	
188	Lanc. Loco. Works.....	June,	1856	4 60 18	by 22 66,000 39,600	.....	.....	9,432	9,432	2,420 69	613 91	91 61	25 60	6 50	0 97	33 13	In good order.	
189	do	June,	1856	4 60 18	by 22 66,000 39,600	.....	.....	13,208	13,208	2,121 42	702 15	115 01	16 06	6 32	0 87	22 25	In good order.	
190	R. Norris & Sons.....	June,	1856	4 54 18	by 22 61,900 36,900	.....	.....	15,290	15,290	998 11	644 81	170 16	6 53	4 22	1 11	11 86	In good order, changed to 54 inch tires.	
191	do	July,	1856	4 60 18	by 22 67,200 41,200	.....	.....	15,796	15,796	522 14	1,125 76	124 00	3 36	7 13	0 79	11 28	In shop (Altoona) to be rebuilt.	
192	do	Aug.	1856	4 54 18	by 22 67,200 41,200	.....	.....	21,408	21,408	878 81	1,332 34	209 68	4 67	6 26	0 97	11 30	In good order.	
193	Lanc. Loco. Works.....	Aug.	1856	4 60 18	by 22 66,000 39,600	44	.....	14,080	1,343 86	839 05	91 54	91 54	5 46	5 96	0 63	16 15	In shop (Parksburg) for general repairs.	
194	do	Feb.	1857	4 66 16	by 22 60,000 35,500	.....	.....	19,352	19,396	865 56	1,215 17	199 52	4 46	6 26	1 03	11 75	In good order.	
195	do	Feb.	1857	4 66 16	by 22 60,000 35,500	8,038	.....	18,776	18,776	646 28	1,832 34	196 49	3 25	7 87	1 11	12 23	In good order.	
204	R. Norris & Sons.....	April,	1854	6 48 17	by 24 .....	.....	.....	18,276	18,276	1,964 25	1,225 24	167 09	8 56	6 70	0 91	16 17	In good order.	
205	do	do	1854	6 48 17	by 24 .....	.....	.....	13,094	13,094	3,517 32	656 51	151 43	26 86	5 01	1 16	33 03	In good order.	
206	do	do	1854	6 48 17	by 24 .....	.....	.....	8,952	8,952	2,887 79	685 10	118 70	26 67	7 76	1 33	35 76	In good order.	
208	do	do	1854	6 48 17	by 24 .....	.....	.....	19,084	19,084	1,210 64	1,139 06	238 17	6 34	5 92	1 25	13 51	In good order.	
Totals,						396,019	46,663	\$68,558,326	\$60,486 88	\$64,703 23	\$9,287 13							

BENJ. F. CUSTER,  
*Chief Clerk Motive Power Den'l.*

AVERAGE COST PER 100 MILES.				
Passenger Engines—Repairs.....		\$7.94	Distributing Engines—Repairs.....	\$5.67
Fuel.....		7.27	Fuel.....	6.86
Stores.....		87	Stores.....	76
Total.....		\$16.08	Total.....	\$12.29

## ANNUAL REPORT, 1859.

ACCOUNTING DEPARTMENT--STATEMENT No. 6<sup>1</sup>/<sub>2</sub>.

*Mileage and Expenses of Engines, Eastern Division.*

Engines.	Builders.	Placed on Road.	Number of Drivers.	Size of Cylinders		Weight.	Weight on Drivers.	Miles run with Passenger Trains.	Miles run with Distributing Trains.	Total number of miles run.	Cost of Repairs.	Cost of Fuel.	Cost of Stores.	Cost per 100 Miles.				REMARKS.
				in.	inches.									Repairs.	Fuel.	Oil, grease and Tallow.	Total.	
3 No.	M. W. Baldwin.....	Oct. 1849	4	54	10 1/2	by 18	30,650	16,730	.....	20,450	320 14	\$1,275 90	158 29	\$5 30	\$8 70	77	314 77	Out of service.
7	do	Nov. 1849	4	54	15	by 20	45,275	25,825	.....	17,421	1,048 55	1,295 97	85 57	8 08	8 91	60	17 59	In good order, had new tires.
9	R. Norris & Bro.....	Jan. 1850	4	54	13	by 24	40,823	25,320	.....	14,211	1,148 55	1,295 97	85 57	8 08	8 91	60	17 59	In good order.
11	M. W. Baldwin.....	July 1850	4	54	15	by 20	45,275	25,825	.....	17,421	1,048 55	1,295 97	85 57	8 08	8 91	60	17 59	In good order.
12	do	July 1850	4	54	15	by 20	45,275	25,825	.....	17,421	1,048 55	1,295 97	85 57	8 08	8 91	60	17 59	In good order.
13	do	Sept. 1850	4	54	15	by 20	45,275	25,825	.....	17,421	1,048 55	1,295 97	85 57	8 08	8 91	60	17 59	In running order.
16	do	Sept. 1850	4	54	15	by 20	45,275	25,825	.....	17,421	1,048 55	1,295 97	85 57	8 08	8 91	60	17 59	In good order.
17	do	Oct. 1850	4	54	15	by 20	45,275	25,825	.....	17,421	1,048 55	1,295 97	85 57	8 08	8 91	60	17 59	In good order.
18	do	Oct. 1850	4	54	15	by 20	45,275	25,825	.....	17,421	1,048 55	1,295 97	85 57	8 08	8 91	60	17 59	In good order.
19	do	Oct. 1850	4	54	15	by 20	45,275	25,825	.....	17,421	1,048 55	1,295 97	85 57	8 08	8 91	60	17 59	In good order.
20	do	Nov. 1850	4	54	15	by 20	45,275	25,825	.....	17,421	1,048 55	1,295 97	85 57	8 08	8 91	60	17 59	In good order.
21	do	Dec. 1850	4	54	15	by 20	45,275	25,825	.....	17,421	1,048 55	1,295 97	85 57	8 08	8 91	60	17 59	In good order.
22	do	Jan. 1851	4	54	15	by 20	45,275	25,825	.....	17,421	1,048 55	1,295 97	85 57	8 08	8 91	60	17 59	In good order.
23	do	Feb. 1851	4	54	15	by 20	45,275	25,825	.....	17,421	1,048 55	1,295 97	85 57	8 08	8 91	60	17 59	In good order.
30	do	Mar. 1852	4	54	15	by 20	45,275	25,825	.....	17,421	1,048 55	1,295 97	85 57	8 08	8 91	60	17 59	In good order.
31	do	Apr. 1852	4	54	15	by 20	45,275	25,825	.....	17,421	1,048 55	1,295 97	85 57	8 08	8 91	60	17 59	In good order.
32	Seth Wilmarth.....	Oct. 1852	4	54	16	by 22	61,300	37,000	.....	13,680	228 29	1,744 45	134 89	1 66	12 65	93	15 29	In shop (Miffin) for slight repairs.
36	do	Nov. 1852	4	54	16	by 22	61,300	37,000	.....	13,680	228 29	1,744 45	134 89	1 66	12 65	93	15 29	In good order, had new tires.
40	do	Nov. 1852	4	54	16	by 22	61,300	37,000	.....	13,680	228 29	1,744 45	134 89	1 66	12 65	93	15 29	In good order.
72	M. W. Baldwin.....	Oct. 1853	4	54	17	by 22	59,700	34,400	.....	22,640	853 92	1,355 28	274 45	3 77	6 00	12	10 98	In good order.
100	M. W. Baldwin & Co.....	April 1854	4	54	17	by 22	59,700	34,400	.....	14,262	2,319 02	726 47	141 38	16 17	5 06	99	22 22	In good order, had new copper fire box.
103	do	April 1854	4	54	17	by 22	59,700	34,400	.....	17,048	1,001 21	1,008 63	189 49	5 87	5 92	11	12 00	In running order.
105	do	April 1854	4	54	17	by 22	59,700	34,400	.....	19,600	722 91	1,092 47	218 55	3 69	5 57	11	10 37	In good order.
107	do	June 1854	4	54	16	by 22	57,600	35,000	.....	192	37,634	1,048 70	249 30	2 79	8 34	66	11 79	In good order.



108	do	1854	4 66 16	by 22 57,000 35,900	30,115	.....	108	30,223	1,619 88	2,603 85	232 55	5 36	8 61	76	14 73	In good order.
109	do	1854	4 66 16	by 22 58,350 34,950	34,750	.....	.....	34,750	1,501 51	2,893 57	260 45	4 32	8 33	75	13 40	In good order.
112	do	1854	4 66 16	by 22 57,000 35,900	32,424	.....	.....	32,424	1,023 86	2,812 18	209 53	3 16	8 67	65	12 48	In good order.
114	do	1854	4 54 17	by 22 59,700 34,400	32,424	.....	.....	32,424	2,374 86	923 93	160 22	17 36	6 75	1 17	25 28	In good order, had new fire box.
115	do	1854	4 54 17	by 22 59,700 34,400	45,936	.....	.....	13,680	1,149 17	3,829 69	416 05	2 50	8 34	91	11 75	In good order.
116	do	1854	4 72 16	by 22 61,900 39,000	44,054	.....	.....	45,936	1,477 24	3,994 33	269 83	3 35	9 07	61	13 03	In good order.
125	do	1856	4 66 15	by 22 59,700 34,400	17,488	.....	.....	44,054	1,070 17	1,352 50	223 99	4 88	6 17	1 02	12 07	In good order.
135	do	1857	4 54 17	by 24 59,100 35,600	17,488	.....	.....	17,488	311 24	1,784 79	155 79	1 78	10 21	89	12 88	In good order.
137	do	1857	4 54 17	by 22 64,550 40,850	.....	.....	.....	22,904	1,198 91	1,281 45	223 52	5 24	5 60	97	11 81	In good order, had new tires.
138	do	1857	4 54 17	by 22 64,550 40,850	.....	.....	.....	22,974	1,464 34	1,357 49	243 01	6 37	5 91	1 06	13 34	In good order, had new tires.
140	do	1857	6 44 14 1/2	by 18 45,850 45,850	.....	.....	.....	9,420	63 33	1,090 39	122 28	6 69	11 67	1 30	13 64	In good order.
148	R. Norris & Sons.....	May	1849	4 60 11	by 26 40,200 22,400	20,428	.....	.....	1,277 63	1,206 95	122 23	6 26	6 35	60	13 21	In good order.
156	M. W. Baldwin & Co.....	May	1859	4 66 15 1/2	by 24 63,000 40,500	1,160	.....	3,000	176 22	192 16	46 27	5 87	6 40	1 54	13 81	In good order. (new.)
Totals,					283,632	21,587	308,692	673,911	\$84,682 67	\$58,185 52	\$5,892 09					

## AVERAGE COST PER 100 MILES.

Repairs.....	Passenger Engines.	Distributing Engines.	Freight Engines.
Fuel.....	\$4 14	\$1 92	\$4 87
Stores.....	8 55	11 06	8 10
	76	61	1 02
Total.....	\$13 45	13 59	13 99

BENJ. F. CUSTER,

Chief Clerk Motive Power Department.

**ANNUAL REPORT, 1859.**  
**ACCOUNTING DEPARTMENT—STATEMENT No. 6.**  
*Mileage and Expenses of Engines, Middle Division.*

Engines.	Builders.	Placed on Road.	Number of Drivers.	Size of Drivers.	Cylinders.	Weight.	Weight on Drivers.	Miles run with Passenger Trains.	Miles run with Distributing Trains.	Miles run with Freight Trains.	Total number of Miles Run.	Cost of Repairs.	Cost of Fuel.	Cost of Stores.	Cost per 100 Miles.			REMARKS.
															Repairs.	Fuel.	Fluid oil waste and tallow.	
No.																	Total.	
4	M. W. Baldwin.....	Oct., 1849	6,46 13	by 18	34.675	34.675	34.675	3,306	6,072	468	6,540	\$157 47	\$768 51	\$45 29	\$2 59	\$12 66	\$0 75	Out of service.
5	do	Sept., 1849	4,06 14	by 20	40.175	21,000	21,000	10,680	468	468	5,112	761 15	281 59	41 35	20 17	10 11	1 10	In good order.
6	do	Sept., 1849	4,72 14	by 20	40.175	21,000	21,000	10,680	468	468	5,112	761 15	281 59	41 35	20 17	10 11	1 10	In running order.
8	do	Nov., 1849	4,54 15	by 20	45.275	25,825	25,825	15,202	134	134	15,336	944 90	1,232 82	131 87	3 01	11 54	1 23	In good order.
10	do	Jan., 1850	2,01 14	by 20	45.275	25,825	25,825	15,202	134	134	15,336	944 90	1,232 82	131 87	3 01	11 54	1 23	In good order.
14	do	Sept., 1850	8,44 17	by 22	50.975	50,975	50,975	2,818	2,818	15,214	15,214	431 00	450 79	24 36	16 36	16 00	0 86	In good order.
15	do	Sept., 1850	8,44 17	by 22	50.975	50,975	50,975	2,818	2,818	15,214	15,214	431 00	450 79	24 36	16 36	16 00	0 86	In good order.
22	do	Dec., 1850	4,60 13½	by 18	43.350	43,350	43,350	2,104	9,245	15,214	15,214	347 59	1,365 59	136 59	1 61	4 52	0 90	In shop (Altoona) for general repairs.
66	do	Sept., 1852	4,54 17	by 22	59.700	34,400	34,400	21,024	116	116	21,140	882 74	311 27	35 51	29 70	14 92	1 11	In good order.
67	do	Sept., 1852	4,54 17	by 22	59.700	34,400	34,400	21,024	116	116	21,140	882 74	311 27	35 51	29 70	14 92	1 11	In good order.
69	do	Sept., 1853	4,54 17	by 22	59.700	34,400	34,400	21,024	116	116	21,140	882 74	311 27	35 51	29 70	14 92	1 11	In good order.
70	do	Oct., 1853	4,54 17	by 22	59.700	34,400	34,400	21,024	116	116	21,140	882 74	311 27	35 51	29 70	14 92	1 11	In good order.
73	do	Oct., 1853	4,54 17	by 22	59.700	34,400	34,400	21,024	116	116	21,140	882 74	311 27	35 51	29 70	14 92	1 11	In good order.
75	do	Nov., 1853	4,54 17	by 22	59.700	34,400	34,400	21,024	116	116	21,140	882 74	311 27	35 51	29 70	14 92	1 11	In good order.
83	M. W. Baldwin & Co.	Jan., 1854	4,54 17	by 22	59.700	34,400	34,400	21,024	116	116	21,140	882 74	311 27	35 51	29 70	14 92	1 11	In good order.
102	do	April, 1854	4,54 17	by 22	59.700	34,400	34,400	21,024	116	116	21,140	882 74	311 27	35 51	29 70	14 92	1 11	In good order.
104	do	April, 1854	4,54 17	by 22	59.700	34,400	34,400	21,024	116	116	21,140	882 74	311 27	35 51	29 70	14 92	1 11	In good order.
106	do	May, 1854	4,54 17	by 22	59.700	34,400	34,400	21,024	116	116	21,140	882 74	311 27	35 51	29 70	14 92	1 11	In good order.
110	do	Aug., 1854	4,54 17	by 22	59.700	34,400	34,400	21,024	116	116	21,140	882 74	311 27	35 51	29 70	14 92	1 11	In good order.
111	do	Aug., 1854	4,54 17	by 22	59.700	34,400	34,400	21,024	116	116	21,140	882 74	311 27	35 51	29 70	14 92	1 11	In good order.
113	do	Nov., 1854	4,54 17	by 22	59.700	34,400	34,400	21,024	116	116	21,140	882 74	311 27	35 51	29 70	14 92	1 11	In good order.
122	do	Feb., 1856	4,54 17	by 22	59.700	34,400	34,400	21,024	116	116	21,140	882 74	311 27	35 51	29 70	14 92	1 11	In good order.
123	do	Mar., 1856	4,54 17	by 22	59.700	34,400	34,400	21,024	116	116	21,140	882 74	311 27	35 51	29 70	14 92	1 11	In good order.
126	Ross Winans.....	April, 1856	8,44 19	by 22	59.150	59,150	59,150	4,432	4,432	20,856	20,856	1,540 31	1,001 88	138 15	7 30	4 82	0 66	In good order.
136	M. W. Baldwin & Co.	July, 1857	4,54 17	by 22	64.550	40,850	40,850	24,007	24,007	24,118	24,118	962 42	1,100 39	236 89	4 01	4 58	0 99	In good order.
139	do	Aug., 1857	4,54 17	by 22	64.550	40,850	40,850	24,007	24,007	24,118	24,118	962 42	1,100 39	236 89	4 01	4 58	0 99	In good order.
Totals.								16,090	33,397	401,797	451,284	\$23 874 98	\$26 323 33	\$4,034 56				

**AVERAGE COST PER 100 MILES RUN.**

Passenger Engines—Repairs.....	\$7 88	Distributing Engines—Repairs.....	\$4 84	Freight Engines—Repairs.....	\$8 14
Fuel .....	11 46	Fuel .....	11 00	Fuel .....	5 59
Stores .....	1 22	Stores .....	85	Stores .....	88
Total.....	\$20 56	Total.....	\$16 69	Total.....	\$12 61

BENJ. F. CUSTER,

Chief Clerk Motive Power Dept.

ACCOUNTING DEPARTMENT—STATEMENT No. 7.  
Mileage and Expenses of Engines, Mountain Division.

Engines.	Builders.	Placed on Road.	Number of Drivers.	Size of Drivers.	Size of Cylinders	Weight.	Weight on Drivers.	Miles run with Passenger Trains.	Miles run with Distributing Trains.	Miles run with Freight Trains.	Total number of Miles run.	Cost of repairs.	Cost of Fuel.	Cost of Stores.	Cost per 100 Miles.			REMARKS.	
															Repairs.	Fuel.	Fluid, oil, waste and lallow.		Total.
35	M. W. Baldwin.....	Sept. 1852	944 18	by 22	64,500 46,100	.....	.....	.....	275	118	303	\$3,000 41	\$49 95	\$9 44	.....	12 71	2 40	15 11	In good order, had new copper fire box.
44	M. W. Baldwin & Co....	Nov. 1857	842 18	by 20	63,700 63,700	.....	.....	.....	304	11,036	11,340	1,051 13	902 54	220 66	9 27	7 96	2 03	19 26	In good order.
45	do	Nov. 1857	842 18	by 20	63,700 63,700	.....	.....	.....	.....	12,637	12,637	642 97	908 20	137 24	5 08	7 19	1 48	13 75	In running order.
47	M. W. Baldwin.....	Jan. 1853	644 18	by 22	63,100 44,800	.....	.....	.....	7,489	.....	7,489	1,045 62	541 22	63 05	13 99	7 23	84	22 06	In running order.
48	Ross Winans.....	Jan. 1853	844 19	by 22	59,100 59,100	.....	.....	.....	.....	15,499	15,499	1,661 63	1,340 73	237 39	10 72	8 65	1 53	20 90	In running order.
49	M. W. Baldwin.....	Jan. 1853	464 18	by 22	59,800 34,140	.....	.....	.....	705	10,155	10,962	1,186 40	807 80	158 90	10 88	7 41	1 46	19 75	In good order, had new tires.
50	Ross Winans.....	Feb. 1853	844 19	by 22	58,500 58,500	.....	.....	.....	.....	7,538	7,538	1,193 01	400 45	99 38	2 56	5 31	3 32	9 19	In running order.
51	do	Feb. 1853	844 19	by 22	61,700 61,700	.....	.....	.....	.....	11,656	11,656	1,587 17	842 04	179 43	13 62	7 22	1 54	22 38	In running order.
52	do	April 1853	844 19	by 22	59,150 59,150	.....	.....	.....	.....	11,098	11,098	939 33	769 82	203 52	8 46	6 93	1 83	17 22	In running order.
57	R. Norris & Son.....	May 1853	460 16	by 21	59,000 40,000	.....	3,004	.....	.....	294	3,298	282 75	579 39	55 81	8 57	17 57	1 69	27 83	In running order.
88	Ross Winans.....	Feb. 1854	844 19	by 22	59,150 59,150	.....	.....	.....	.....	14,136	14,136	1,160 02	1,222 35	183 01	8 21	8 65	1 29	18 15	In shop (Altoona) for new fire box and general repairs.
90	R. Norris & Son.....	Feb. 1854	464 16	by 21	61,800 45,000	.....	16,280	.....	.....	162	16,442	353 13	2,246 18	187 71	2 15	13 66	1 14	16 95	In ordinary condition.
91	Ross Winans.....	Feb. 1854	844 19	by 22	59,150 59,150	.....	.....	.....	.....	6,848	6,848	1,147 85	474 18	110 91	16 76	6 92	1 62	25 30	In running order.
94	M. W. Baldwin.....	Feb. 1854	844 19	by 22	62,100 62,100	.....	.....	.....	91	8,763	8,854	919 99	744 14	185 56	10 38	8 40	2 10	20 88	In running order.
95	do	Mar. 1854	844 19	by 22	65,050 65,050	.....	.....	.....	511	5,933	6,444	914 91	671 30	132 63	14 20	10 42	2 06	26 68	In good order.
96	M. W. Baldwin & Co....	Mar. 1854	844 19	by 22	62,600 62,600	.....	.....	.....	.....	9,305	9,205	1,621 56	695 86	206 18	17 62	7 56	2 24	27 42	In good order.
97	M. W. Baldwin.....	Mar. 1854	844 19	by 22	66,600 66,600	.....	.....	.....	.....	21,423	21,423	534 72	1,595 91	387 89	2 49	7 45	1 81	11 75	In good order.
98	M. W. Baldwin.....	Mar. 1854	844 19	by 22	66,600 66,600	.....	.....	.....	.....	14,488	14,488	447 10	1,937 94	214 68	3 09	7 16	1 48	11 73	In running order.
119	Ross Winans.....	Jan. 1856	844 19	by 22	58,500 58,500	.....	.....	.....	.....	13,526	13,526	1,392 07	908 50	260 11	10 29	6 72	1 92	18 93	In running order.
120	M. W. Baldwin & Co....	Jan. 1856	848 19	by 22	70,000 59,000	.....	.....	.....	.....	3,410	3,410	92 60	175 67	66 94	2 72	5 15	1 96	9 83	In good order.
121	Ross Winans.....	Jan. 1856	844 19	by 22	59,500 59,500	.....	.....	.....	.....	20,381	20,381	817 67	1,419 62	249 81	4 01	7 00	1 23	12 24	In good order.
124	do	Feb. 1856	844 19	by 22	58,500 58,500	.....	.....	.....	.....	12,253	12,253	1,258 2	289 30	218 48	2 39	8 08	1 74	13 12	In good order.
128	M. W. Baldwin & Co....	Dec. 1857	842 18	by 20	63,700 63,700	.....	329	.....	.....	13,039	13,039	1,336 49	984 49	215 92	10 20	7 51	1 65	19 36	In good order.
129	do	Jan. 1858	842 18	by 20	63,700 63,700	.....	.....	.....	.....	16,853	16,853	633 36	1,240 98	239 59	3 76	7 36	1 42	12 24	In good order.
131	Ross Winans.....	April 1856	844 19	by 22	59,500 59,500	.....	.....	.....	.....	2,658	2,658	633 36	1,240 98	239 59	3 76	7 36	1 42	12 24	In good order.
202	M. W. Baldwin.....	Aug. 1852	644 18	by 22	61,500 50,500	.....	.....	.....	.....	1,645	4,303	221 04	343 32	70 65	5 14	8 00	1 44	14 78	In shop (Altoona) for new fire box and summer.
206	do	April 1856	648 19	by 22	64,000 49,000	.....	.....	.....	.....	13,848	13,848	1,845 61	700 08	195 01	13 35	5 06	1 41	19 82	In good order.
207	do	April 1855	648 19	by 22	64,900 48,170	.....	.....	.....	.....	2,212	2,212	5,007 26	80 64	46 97	.....	3 65	2 12	5 77	In good order, changed to smoke con.
Totals.							19,326	12,362	258,216	289,904	\$30,387 20	\$22 699 89	\$4,595 90						

AVERAGE COST PER 100 MILES.

Passenger Engines—Repairs.....	\$3 45	Distributing Engines—Repairs.....	\$31 50	Freight Engines—Repairs.....	\$12 13
Fuel.....	14 36	Fuel.....	8 22	Fuel.....	7 30
Stores.....	1 26	Stores.....	1 00	Stores.....	1 66
Total.....	\$19 07	Total.....	\$41 12	Total.....	\$21 09

BENJ. F. CUSTER,  
Chief Clerk Motive Power Dept't.



# ANNUAL REPORT, 1859.

## ACCOUNTING DEPARTMENT—STATEMENT No. 7<sup>1</sup>.

*Mileage and Expenses of Engines, Western Division.*

Engines.	Builders.	Placed on Road.	Number of Drivers.	Size of Drivers.	Size of Cylinders		Weight.	Weight on Drivers.	Miles run with Passenger Trains.	Miles run with Distributing Trains.	Miles run with Freight Trains.	Total number of Miles run.	Cost of Repairs.	Cost of Fuel.	Cost of Stores.	Cost per 100 Miles.				REMARKS.				
					inches.	in.										Repairs.	Fuel.	Fluid, oil, waste, and Tallow.	Total.					
No. 23	M. W. Baldwin.....	June 1851	454	15	by 20	45,900	26,200	13,122	.....	.....	3,796	16,918	\$2,735	\$1,474	\$1,608	16 17	8 71	89	25 77	In good order.				
24	do	June 1851	454	15	by 20	45,900	26,200	27,655	.....	.....	184	22,839	2,274	1,699	131	91	7 44	58	17 98	In good order.				
25	do	Jan. 1852	454	15	by 20	45,900	26,200	.....	438	.....	25,291	25,729	359	2,348	325	40	9 13	1 25	11 79	In running order.				
34	do	Aug. 1852	644	18	by 22	64,500	46,100	.....	.....	7,154	7,154	4,749	05	361	03	95	04	5 05	1 33	72 70	In good order, had new fire box and tires			
37	do	Oct. 1852	644	18	by 22	64,500	46,100	.....	.....	16,349	16,349	3,634	87	944	97	162	38	22	5 78	99	29 01	In good order, do		
38	do	Oct. 1852	644	18	by 22	64,500	46,100	.....	.....	11,050	11,050	4,147	98	564	88	122	58	57	5 11	11	43 76	In good order, do		
39	do	Nov. 1852	644	18	by 22	64,500	46,100	.....	.....	30,886	30,886	443	70	1,584	88	291	25	1 45	5 13	94	7 52	In good order.		
41	Smith & Perkins.....	Dec. 1852	644	17	by 22	54,200	41,800	.....	.....	9,330	9,330	1,116	80	1,092	69	187	26	11	96	11	21	25 68	In good order.	
42	M. W. Baldwin.....	Dec. 1852	644	18	by 22	59,000	48,200	.....	.....	13,197	13,197	1,218	16	979	96	216	73	9	23	7	42	18 29	In shop (Pittsburgh) for new fire sheet.	
43	Smith & Perkins.....	Dec. 1852	644	17	by 22	54,200	41,800	.....	.....	14,700	14,700	1,087	53	1,431	25	232	76	7	40	9	74	172	18 86	In good order.
54	R. Norris & Sons.....	May 1853	472	16	by 24	58,500	35,500	7,220	.....	25	7,245	304	81	74	49	82	82	4	21	10	24	14	15 59	In good order.
55	do	May 1853	472	16	by 24	58,500	35,500	31,135	.....	174	31,309	2,008	54	2,820	44	271	21	6	41	9	01	86	16 28	In running order.
56	do	May 1853	472	16	by 24	58,500	35,500	36,173	.....	164	36,337	1,891	87	3,384	46	317	86	5	21	9	31	87	15 39	In shop (Pittsburgh) for new tires.
58	do	June 1853	460	16	by 24	56,700	34,300	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	In shop (Pittsburgh) to be rebuilt.
59	do	June 1853	460	16	by 24	56,700	34,300	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	In shop (Pittsburgh) to be rebuilt.
60	do	July 1853	460	16	by 24	58,050	35,750	9,424	.....	112	9,536	465	90	1,013	48	127	08	4	88	10	63	1 33	16 84	In good order.
61	do	Aug. 1853	460	16	by 24	54,800	33,000	26,908	.....	289	27,257	1,528	85	2,619	97	256	82	5	61	9	61	95	16 17	In good order.
62	do	Sept. 1853	460	16	by 24	54,800	33,000	6,246	.....	206	6,452	1,359	62	624	37	77	09	21	04	9	68	1 19	31 91	In good order.
63	Smith & Perkins.....	Sept. 1853	644	17	by 22	55,800	44,600	.....	.....	14,472	14,472	693	27	1,100	27	170	22	4	79	8	22	1 18	14 19	In ordinary condition.
65	R. Norris & Son.....	Oct. 1853	460	16	by 24	54,800	33,000	14,778	.....	2,363	17,141	622	27	1,638	34	182	06	3	63	9	56	1 02	14 23	In shop (Pittsburgh) for new tires.
68	do	Oct. 1853	460	16	by 24	54,800	33,000	10,582	.....	1,170	11,752	1,790	65	1,170	93	119	81	15	24	9	96	1 06	26 22	In good order.
71	do	Oct. 1853	460	16	by 24	59,000	40,000	26,120	.....	204	26,324	1,354	34	2,343	04	223	10	5	14	8	90	85	14 59	In good order.
74	Smith & Perkins.....	Oct. 1853	644	17	by 22	55,800	44,600	.....	.....	6,658	6,658	4,042	67	631	27	93	00	40	71	9	48	1 40	71 50	In shop (Pittsburgh) changed to smoke
76	do	Nov. 1853	644	17	by 22	55,800	44,600	.....	.....	24,527	24,527	828	76	1,893	42	345	24	3	38	7	72	1 41	12 31	In running order.
77	do	Dec. 1853	644	17	by 22	55,800	44,600	.....	.....	8,801	8,801	321	63	851	58	124	57	3	65	9	68	1 42	14 75	In ordinary condition.
78	do	Dec. 1853	644	17	by 22	55,800	44,600	.....	.....	18,449	18,449	1,484	40	1,315	53	200	77	8	05	7	13	1 09	16 27	In running order.

79	R. Norris & Son.....	Jan.	1854	454 16	by 24 54,900 34,300	1,505	.....	17,050	18,555	420 59	2,346 99	185 47	2 27	12 65	1 00	15 92	In running order.
80	do	Jan.	1854	454 16	by 24 54,900 34,300	7,866	3,653	9,754	21,273	588 66	2,621 38	257 86	2 77	12 32	1 07	16 18	In good order.
81	do	Jan.	1854	454 16	by 24 54,900 34,300	2,854	.....	22,375	24,729	844 19	3,127 90	253 38	3 41	12 65	1 02	17 08	In running order.
82	Smith & Perkins.....	Jan.	1854	644 17	by 22 55,800 44,600	1,396	.....	10,868	10,868	2,949 42	781 83	136 33	27 14	7 19	1 25	35 58	In good order.
84	R. Norris & Son.....	Jan.	1854	454 16	by 24 54,900 34,300	1,396	.....	23,425	24,821	1,110 56	3,204 40	179 70	4 47	12 91	72	18 10	In good order.
85	do	Jan.	1854	454 16	by 24 54,900 34,300	570	.....	23,905	24,475	1,103 71	3,109 41	257 42	4 51	12 95	1 05	18 51	In good order.
86	do	Jan.	1854	454 16	by 24 54,900 34,300	.....	.....	11,563	11,563	919 61	1,655 89	113 59	7 10	14 32	98	23 25	Out of service.
87	do	Feb.	1854	454 16	by 24 54,900 34,300	.....	.....	27,438	27,438	576 67	3,441 57	192 44	7 26	12 56	76	15 36	In running order.
88	Smith & Perkins.....	Feb.	1854	644 17	by 22 55,800 44,600	.....	.....	10,903	10,903	3,078 93	993 18	113 35	28 24	9 11	1 04	38 39	In shop (Pittsburgh) for general repairs.
92	R. Norris & Son.....	Feb.	1854	644 17	by 22 55,800 44,600	.....	.....	5,530	5,530	594 55	523 03	75 64	10 75	9 46	1 37	21 58	Sold to Steubenville and Indiana R. R.
93	Smith & Perkins.....	Feb.	1854	644 17	by 22 55,800 44,600	.....	.....	18,200	18,200	833 65	1,319 08	233 52	4 58	7 25	1 28	13 11	In running order.
96	R. Norris & Son.....	Mar.	1854	644 17	by 22 55,800 44,600	.....	.....	.....	.....	10 67	.....	8 56	.....	.....	.....	.....	Sold to Steubenville and Indiana R. R.
99	Smith & Perkins.....	Mar.	1854	644 17	by 22 55,800 44,600	.....	.....	22,265	22,265	942 39	1,667 32	267 22	4 23	7 49	1 20	12 92	In running order.
101	do	Apr.	1854	644 17	by 22 55,800 44,600	.....	.....	10,762	19,762	519 86	1,378 07	241 22	2 63	7 00	1 22	10 85	In running order.
117	M. W. Baldwin & Co....	May	1855	648 19	by 22 61,000 42,200	.....	.....	15,042	15,042	226 76	890 10	148 83	1 57	5 92	99	8 48	In running order.
118	do	Dec.	1855	648 19	by 22 61,000 42,200	.....	.....	8,734	8,734	496 55	535 37	104 30	5 69	6 13	1 20	13 02	In good order.
132	do	June	1857	466 15 1/2	by 24 61,900 38,750	32,058	.....	.....	32,058	1,552 85	2,775 37	336 35	4 84	8 66	1 05	14 55	In good order.
133	do	July	1857	466 15 1/2	by 24 61,900 38,750	36,291	.....	.....	36,291	1,091 60	2,849 34	261 18	3 61	7 85	72	11 58	In good order.
149	R. Norris & Son.....	Oct.	1849	454 12 1/2	by 24 40,800 26,000	16,984	.....	48	.....	1,201 26	1,434 44	176 93	7 05	8 42	1 04	16 51	In good order.
196	Norris Bros.....	Oct.	1849	454 11	by 24 39,200 25,000	127 46	7,757	.....	20,503	367 60	1,781 61	204 93	1 79	8 70	1 00	11 49	In shop (Pittsburgh) for new tires.
197	do	Aug.	1851	454 11	by 24 39,200 25,000	22	5,602	.....	5,624	157 58	530 82	41 80	2 80	9 44	74	12 98	In shop (Pittsburgh) for flue sheet.
198	do	Nov.	1851	454 11	by 24 39,200 25,000	.....	2,353	.....	2,353	139 77	838 26	27 06	5 94	14 37	1 15	21 46	Out of service.
199	do	Aug.	1851	454 10 1/2	by 20	.....	4,464	.....	4,464	161 36	328 72	22 43	3 61	7 36	50	11 47	In shop (Pittsburgh) for general repairs.
200	Smith & Perkins.....	.....	.....	644 17	by 22 61,500 50,500	.....	.....	23,726	23,726	524 76	1,690 01	294 02	2 21	7 12	1 24	10 57	In good order.
201	do	.....	.....	644 17	by 22 61,500 50,500	.....	.....	24,348	24,348	456 84	1,604 20	267 70	1 88	6 59	1 10	9 57	In good order.
203	Norris Bros.....	.....	.....	454 12	by 24	.....	15,670	.....	15,670	295 08	1,447 72	93 92	1 31	9 24	60	11 15	In running order.
210	do	Oct.	1858	648 16	by 24 65,300 45,400	.....	.....	10,284	10,284	318 02	556 68	140 02	3 09	5 41	1 36	9 80	In ordinary condition.
211	M. W. Baldwin & Co....	Dec.	1857	644 14 1/2	by 18 47,400 47,400	.....	2,655	4,514	7,169	285 87	512 08	109 17	3 99	7 14	1 52	12 66	In good order.
Totals.....						316,215	42,592	519,276	878,083	\$62,353 55	\$78,226 10	\$9,247 10					

AVERAGE COST PER 100 MILES.

Passenger Engines—Repairs.....	\$6 28	Distributing Engines—Repairs... \$3 30	Freight Engines—Repairs.....	\$7 70
Fuel.....	8 89	Fuel.....	Fuel.....	8 84
Store .....	91	Store.....	Store.....	1 16
Totals.....	\$16 08			\$17 70

BENJ. F. CUSTER,

Chief Clerk, Motive Power Department.



OF 18

TEME 10.

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## ANNUAL REPORT

ACCOUNTING DEPARTMENT—STATISTICAL

Annual Statement of Number of Passengers from each Station

STATIONS.	JANUARY.				FEBRUARY.				MARCH.				APRIL.				MAY.				JUNE.				JULY.			
	WEST.		EAST.		WEST.		EAST.		WEST.		EAST.		WEST.		EAST.		WEST.		EAST.		WEST.		EAST.		WEST.		EAST.	
	Thro'.	Local.	Thro'.	Local.	Thro'.	Local.	Thro'.	Local.	Thro'.	Local.	Thro'.	Local.	Thro'.	Local.	Thro'.	Local.	Thro'.	Local.	Thro'.	Local.	Thro'.	Local.	Thro'.	Local.	Thro'.	Local.	Thro'.	Local.
Philadelphia.....	442	3879			456	3315			732	4502			698	6213			774	6428			511	6305			421	8784		
West Philadelphia.....	4	261			4	272			12	407			6	616			24	701			2	734			9	902		
Hestonville.....		14		5		6		8		13		11		21		54		33		60		34		94		55		101
City Avenue.....				18		2		19		3		24		2		28		10		52		3		99		12		156
Libertyville.....				3				7		1		29		7		29		5		35		2		29		5		35
Athensville.....		5		62		5		51		4		82		21		177		31		251		24		272		38		361
Haverford.....								7		2		21		2		67		4		116		5		140		9		179
White Hall.....		23		148		27		212		43		177		29		260		43		284		33		383		70		629
Henderson's.....																	10		50		5		42		17		66	
Villa Nova.....				13		3		6		3		43		6		89				99		8		100		21		155
Morgan's Corner.....		31		66		23		56		55		96		70		148		76		231		77		233		89		303
Wayne.....								66									3		25				20		4		35	
Eagle.....		28		97		18		90		38		145		73		269		63		280		40		302		117		425
Almira.....																		4		36		9		37		4		59
Reeseville.....										1		9		4		27		6		5		11		9		6		12
Paoli.....		124		131		113		151		177		177		173		285		122		248		120		319		192		410
Green Tree.....																	5		5		5		18		3		28	
West Chester Int.....				26		2		8		2		22		217		75		281		71		301		166		344		237
Hood's Road.....														26		17		38		33		41		20		40		29
Ton Road.....														40		24		13		25		44		22		28		32
White Horse Road.....														20		21		22		13		24		12		39		16
Glisson's.....														19		23		15		36		39		29		34		36
Half Way House.....														143		12		186		28		139		12		170		20
Boot Road.....														48		42		103		41		119		14		152		58
Pathew Road.....														31		15		59		9		69		7		102		23
Buchanan's Lane.....														6		5		5		13		17		3		32		16
West Chester.....														49		927		77		1286		59		1225		143		1960
Garrett's Siding.....												1		1		8		1		13		3		16				
Steamboat.....		127		93		107		80		140		142		125		105		159		177		119		180		136		158
Walkertown.....								1				5				18		1		28		5		33		2		34
Oakland.....		83		93		86		87		127		114		132		125		81		118		94		110		86		167
Chester Valley Int.....		1								2		2				2		1		2				6				4
Downingtown.....		243		339		206		379		293		384		257		513		227		579		231		468		334		550
Gallagherville.....		33		25		42		19		52		24		85		36		43		30		46		27		75		51
Thornedale.....														5		15		4		17		4		17		4		12
Calm.....		6		27		5		29		22		49		25		45		21		38		36		38		32		66
Coatesville.....		197		325		181		351		260		407		192		518		167		465		203		434		266		572
Midway.....		87		95		66		56		96		110		92		121		78		118		80		103		127		124
Chandler's.....		17		44		6		55		23		80		7		75		15		56		21		85		20		104
Parksbury.....		261		333		254		317		301		433		343		479		239		388		240		307		383		417
Penningtonville.....		172		316		166		231		217		273		191		245		126		190		167		150		170		226
Christiana.....		232		292		184		208		233		208		201		193		124		177		184		158		170		242
Gap.....		159		167		152		146		198		191		213		185		116		147		163		192		137		224
Kin																												



*Pennsylvania Railroad, during 1859.*

W. A. WOLFERSBERGER, *Chief Clerk Passenger Accounts.*





## ANNUAL REPORT, 1859.

## ACCOUNTING DEPARTMENT—STATEMENT No. 11.

## Annual Statement of Emigrant Business.

1858.

1859.

PHILADELPHIA. MONTH.	WAY.		PITTSBURG.		WEST OF PITTSBURG.		TOTALS.		PHILADELPHIA. MONTH.		WAY.		PITTSBURG.		WEST OF PITTSBURG.		TOTALS.	
	Seats.	Baggage.	Seats.	Baggage.	Seats.	Baggage.	Seats.	Baggage.			Seats.	Baggage.	Seats.	Baggage.	Seats.	Baggage.	Seats.	Baggage.
January.....	23	118	2525	2541½	4780	395½	7395	11906	January.....	29	24½	100	102	3255	114	1735	245	4999
February.....	21	102½	2628	260	9278	383½	11906	40672	February.....	32	146½	100	71½	80	162	2647	258	2827
March.....	33½	241½	12108	670	28564	947	40672	1360½	March.....	42½	1530	114½	146½	1920	492½	19891	671	21811
April.....	32	345	12784	1005½	31562	1360½	41681	114½	April.....	42½	1530	114½	146½	709	439	15268	586	17498
May.....	34	30	14492	470½	791½	791½	19382	May.....	35	1000	894	210	1848	234	3510	5752	6142	5752
June.....	26	180	3528	263½	15371	569½	18899	June.....	35	1000	121½	146½	1950	213	2760	369½	6142	369½
July.....	40½	1320	1830	276½	5836	541½	8985	July.....	24	.....	200	151½	146½	1950	213	2807	332	4757
August.....	42	155	2610	322½	6390	605	9155	August.....	44½	.....	200	151½	2300	227	4500	423	7000	423
September.....	22½	772	4630	315	11526	539½	16928	September.....	36	876	100	173	830	239	3606	441½	6371	441½
October.....	24½	195½	2055	338½	7146	565½	9200	October.....	35	100	173	1070	173	1070	238½	3226	440	4395
November.....	15	168	4290	279½	5620	462½	9820	November.....	52½	600	104½	2120	104½	2120	215½	3564	432½	6184
December.....	23	143	1430	159½	2970	325½	4400	December.....	29	200	79½	540	79½	540	122	750	230½	1490
Totals.....	350½	2022	2408½	4715	143523	7433	201633	Totals.....	429½	5400	1647	18495	2858½	64323	4935	88218	4935	88218
New York.								New York.										
January.....	17½	60	1420	346	4139	446½	5610	January.....	2	.....	50	2000	115	1600	167	3600	167	3600
February.....	8	440	680	336	5836	380	6955	February.....	5	.....	54	900	253	4920	312	5820	312	5820
March.....	4½	103½	1399	609	14570	719	17760	March.....	8	100	80	540	269½	6030	357½	6670	357½	6670
April.....	15	50	3180	965½	25930	1099½	20190	April.....	14½	70	83	1340	386½	7450	484	8860	484	8860
May.....	43½	1600	254½	900½	31120	1258½	40790	May.....	41½	680	259	2300	764	22750	1064½	25730	1064½	25730
June.....	22	810	226	3830	11630	836½	16270	June.....	36	380	226	5510	462	12880	724	18760	724	18760
July.....	35½	220	300½	6580	12330	1283	19620	July.....	16	.....	106½	1400	287	4750	409½	6150	409½	6150
August.....	14	80	218½	4030	16130	797½	29300	August.....	11	580	131½	980	285½	4880	428	6440	428	6440
September.....	30	770	212	6120	27330	944	27330	September.....	20½	420	113	1040	362½	6170	496	8230	496	8230
October.....	27½	720	212½	2080	11500	823	14300	October.....	10½	100	127½	1200	371½	4320	509½	6680	509½	6680
November.....	20	375	129½	2610	2345	432½	5330	November.....	14	240	155	1060	355	3400	524	4760	524	4760
December.....	9	810	1150	291	6130	359½	8000	December.....	9	280	116	1450	255	3240	350	4970	350	4970
Totals.....	240½	5935	1970½	7162½	163610	9379½	211545	Totals.....	188	2340	1501½	20380	4136½	82390	5826	105010	5826	105010
Grand Totals.....	606	8557	4379	95088	11877½	307133	413178	Grand Totals.....	617½	8240	3148½	38875	6395	146713	10761	193828	10761	193828

FRANCIS FUNK, General Emigrant Agent.

## ANNUAL REPORT, 1859.

ACCOUNTING DEPARTMENT—STATEMENT No 8<sub>1</sub>,

Comparative Statement, showing Monthly Passenger Receipts of Pennsylvania R. R. Company from and to Foreign Stations.

1859,	JANUARY.		FEBRUARY.		MARCH.		APRIL.		MAY.		JUNE.	
	From.	To.	From.	To.	From.	To.	From.	To.	From.	To.	From.	To.
Hartford, &c.....	31 26	.....	191 53	.....	316 74	6 78	174 43	538 07	91 07	.....	100 00	.....
Boston.....	310 14	658 76	535 71	651 79	782 35	637 33	558 81	908 07	596 17	803 53	2084 98	1596 09
New York.....	4333 14	5973 53	5448 70	7968 46	10152 36	10285 94	7212 26	9069 51	7371 60	8435 25	6803 06	10047 53
Philadelphia.....	4816 96	6345 46	6851 89	7864 68	16554 09	12400 73	11611 69	9611 63	10318 73	9882 24	8043 53	9584 14
Baltimore.....	1296 59	2094 66	1114 53	1909 17	2350 29	2157 50	1816 27	1822 52	1878 66	1924 06	1427 61	2332 77
Harrisburg.....	665 37	616 57	931 87	597 22	1037 87	722 92	2674 42	573 25	1076 14	729 23	3027 42	775 21
Pittsburg.....	2193 80	2085 68	1909 92	1751 35	3302 25	3385 07	3702 90	2567 53	2968 45	2767 30	3360 92	2360 76
Salmon.....	.....	.....	.....	.....	348 34	.....	474 19	.....	178 74	.....	121 17	.....
Alliance.....	40 00	159 10	70 00	162 05	79 19	184 10	144 33	187 05	40 11	133 20	137 07	97 05
Canon.....	161 15	30 00	211 15	40 00	273 35	90 00	252 52	111 00	177 89	110 00	95 78	100 00
Massillon.....	170 00	76 65	129 00	111 80	182 43	261 00	156 40	280 25	67 54	189 60	145 75	81 80
Orville.....	51 92	.....	57 00	.....	76 80	.....	131 44	.....	68 93	.....	118 63	.....
Wooster.....	134 40	67 20	102 76	73 96	377 84	206 40	342 24	294 76	149 95	131 56	111 89	124 80
Mansfield.....	30 22	59 51	277 14	83 96	290 59	119 88	204 67	253 05	253 05	71 04	227 61	70 18
Crestline.....	140 22	785 76	338 26	662 79	516 51	1604 88	393 96	2055 35	231 49	1271 52	492 22	723 33
Bucyrus.....	8 68	.....	.....	.....	52 44	.....	69 44	.....	8 70	.....	26 10	.....
Upper Sandusky.....	8 67	.....	34 08	.....	25 39	.....	32 20	.....	20 84	.....	29 52	.....
Forest.....	23 61	.....	50 07	.....	65 88	.....	76 94	.....	76 23	.....	49 17	.....
Loudonville.....	9 20	.....	.....	.....	9 20	.....	26 11	.....	27 81	.....	.....	.....
Lima.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Delphos.....	.....	.....	.....	.....	8 26	.....	.....	.....	.....	.....	9 08	.....
Fort Wayne.....	107 52	238 10	148 12	191 53	333 14	571 46	247 08	514 85	222 53	341 59	185 99	258 47
Columbia.....	8 82	.....	17 34	.....	25 95	.....	.....	.....	.....	.....	.....	.....
Warsaw.....	.....	.....	8 82	.....	52 92	.....	23 89	.....	66 60	.....	39 60	.....
Plymouth.....	52 92	.....	35 28	.....	126 42	.....	40 87	.....	26 82	.....	26 43	.....
Van Wert.....	8 82	.....	.....	.....	23 02	.....	34 73	.....	26 76	.....	.....	.....
La Porte.....	.....	.....	8 82	.....	31 51	.....	.....	.....	.....	.....	26 82	.....
Chicago.....	1930 39	1291 96	2093 93	1636 35	2783 65	3619 67	2288 96	3145 74	3163 90	3178 93	3711 57	4309 23
Cleveland.....	335 93	479 33	625 59	774 72	779 72	1580 97	821 17	1517 05	2999 80	2181 10	1919 93	2020 61
Hudson.....	.....	.....	63 25	.....	50 61	.....	16 84	.....	.....	.....	21 09	.....
Ravenna.....	32 33	.....	.....	.....	85 76	.....	16 84	.....	.....	.....	14 06	.....
Bayard.....	30 00	.....	.....	.....	90 00	.....	90 00	.....	20 00	.....	44 10	.....

Stonerville.....	145 05	50 00	77 55	71 11	290 19	196 30	209 40	384 25	137 65	257 45	184 30	154 90
Wellsville.....	238 17	49 25	10 00		300 00		20 00		10 00		272 25	237 16
Wheeling.....	15 15		515 25	205 27	422 96	523 52	605 47	459 00	422 06	258 07		
Canby.....			37 52		62 73		56 28		52 77		28 18	
Uricksville.....			11 68				27 98		21 60			
New Comerstown.....					46 82		37 36				15 24	
Coshocron.....	18 60		9 20		42 28		99 00		52 76		9 38	
Oresden.....			33 98		51 50		28 14					
Newark.....	118 96	102 54	193 20	113 00	279 56	278 68	223 23	406 58	200 26	240 07	107 25	151 14
Zanesville.....	29 97	30 08	18 54	55 62	85 56	291 11	89 56	354 65	134 28	304 36	63 24	146 21
Lancaster.....	9 80		19 00		16 88		25 48		14 16		16 38	
Chelleville.....			14 16		23 36							
Washington.....	19 60											
Washington.....	9 80				9 80		526 64	630 72	447 84	559 62	1718 53	670 54
Washington.....	450 15	323 88	379 45	334 82	898 29	623 52	898 29	330 45	45 04	171 31	124 52	199 06
Columbus.....	105 22	122 10	149 72	136 42	245 20	339 13	206 96	330 45	45 04	171 31	124 52	199 06
Tolado.....			66 08		34 13		109 22	180 77	45 66	152 89	110 39	154 80
Detroit.....			55 41		27 93		112 77	9 31		46 55	27 07	23 28
Sandusky.....	27 07	18 62	86 88		40 96			145 18		175 91		26 58
Bellevue.....												
Bellevue.....												
Springfield, Ohio.....	115 02	51 87	99 34	35 92	93 01	130 04	76 47	144 90	47 57	17 96	60 44	79 84
Urbana.....	34 62		34 62			161 64	26 96		35 27		25 70	
Piqua.....	87 02				87 02		17 84		17 84		25 52	
Dayton.....	325 04	340 92	282 81	400 87	686 89	948 05	300 02	751 70	682 24		421 07	489 06
Richmond.....	165 10	230 94	81 02	239 74	189 61		16 62				63 42	
Indianapolis.....	399 41	144 02	572 63	155 20	804 82	440 13	485 59	499 56	162 63	506 41	487 67	338 95
Terro Haute.....	89 68	144 02	61 40	120 99	256 71		66 23	73 97	614 22	189 20	44 33	62 50
Alton.....		55 55		29 13	9 71			71 67	8 78	19 42	9 90	33 98
St. Louis.....	2038 28	907 59	2252 87	2012 77	2233 36	3729 97	1609 13	1639 95	1706 98	1682 24	1985 78	1490 32
St. Louis.....	2869 42	4354 31	3836 80	3836 80	5465 89	7116 10	4345 81	3226 32	3874 68	3082 82	3627 98	3072 66
Cincinnati.....		35 96	46 68			338 80	9 24	73 44		18 24	9 24	
Lexington.....	403 00	345 19	1133 57	423 06	1191 01	717 77	521 70	264 89	631 07	256 80	896 58	254 61
Louisville.....	9 60		19 20		36 94		48 00	67 20	65 40	48 00	43 60	9 60
Vincennes.....	28 80	28 80	210 04	9 60	141 11	71 85	129 29	8 75	41 21	53 30	103 41	9 60
Evansville.....	128 36	82 84	356 91	213 81	338 80	565 29	78 28	104 49	76 44	59 44	121 24	27 10
Peru.....								70 64				
Lozansport.....								17 66		8 83		8 25
La Fayette.....	107 45	17 65	152 22	56 12	202 15	182 02	40 77	192 82	68 93	124 87	40 57	14 93
Decatur.....	51 05	24 26	74 26		58 79	157 60	49 11	138 83	105 85	68 79	117 14	81 81
Springfield, Ill.....	83 37	114 57	159 46	114 35	86 63	295 75	62 33	186 78	115 08	94 87	178 46	25 59
Jacksonville.....	63 63	18 18	33 07	27 27	74 07	81 81	37 35	40 80	68 67	79 43	31 19	
Naples.....	9 09	5 80	5 80		9 09	16 19	17 92	23 96		27 27	41 70	5 80
Milwaukee.....	9 07	89 41	9 07	87 67	78 10	107 43	191 40	222 76	247 82	301 54	368 03	297 19
Janeville.....	33 81	18 14			34 16		32 07	17 00	43 70	17 60	66 04	41 56
Madison.....		8 20	6 20	9 07		35 28	21 60	8 51	39 80	27 21	76 04	43 40
Pond-du-lac.....								7 92			55 91	
Rockford.....	9 07		15 65			17 40					52 14	





Jackson.....	63 35	17 28	18 26	27 23	175 09	17 87	102 77	43 24	93 26	23 33	18 48	8 55
New Orleans.....	43 05	54 00	44 10	37 35	77 85	74 70	82 80	86 40	73 35	71 55	57 60	63 90
Strasburg.....	19 80		26 80		22 00		15 80		4 20		6 00	
Ephrata.....											3 00	58 25
Reading.....	19 53	16 74	17 07	10 23	13 95	19 53	7 44	15 87	16 74	10 23	18 60	25 11
Lebanon.....	28 48	14 24	31 15	22 25	33 82	38 27	23 14	28 48	30 26	16 02	36 49	27 59
Geltysburg.....											71 35	6 00
Hanover.....												
Littlestown.....												
Millersburg.....												
Trevorton Bridge												
Selins Grove.....												
Milton.....	29 50	41 30	44 25	17 70	29 50	14 75	116 52	53 10	85 55	36 87	55 40	56 05
Muncy.....	14 75	35 40	16 23	14 75	45 72	17 70	50 15	59 00	48 07	26 55	22 12	26 55
Sunbury.....	47 20	59 00	20 65	35 40	70 80	82 60	110 63	123 90	115 05	112 10	79 65	94 40
Lewisburg.....	100 30	79 65	82 60	39 82	144 55	44 25	147 60	174 05	94 40	110 62	56 05	38 35
Northumberland	17 70		8 85		26 55		50 97		32 45		45 72	
Williamsport.....	139 20	110 20	142 10	118 90	205 90	127 60	339 30	285 65	423 40	246 50	249 40	171 10
Jersey Shore.....												
Lock Haven.....												
Elmira.....	20 02	31 92	32 04	23 94	53 40	51 87	40 05	61 18	50 73	42 56	42 72	83 79
Buffalo.....	7 05			2 40	23 50	4 80	13 89	16 80	10 70	4 80	23 54	16 80
Rochester.....		4 70	2 30	5 87	4 60	9 40	2 30	8 22	4 26	17 63	6 39	11 75
Niagara Falls.....		4 70		7 05		14 10		4 70		47 00	27 72	47 00
Bedford.....										5 85		183 20
Cornellville R.R.	27 058 46	2 0815 06	34 075 11	34 563 20	58 57 22	58 123 19	40682 78	46190 68	44999 93	44087 92	45194 84	44827 07

STATEMENT No. 8<sup>1</sup>—Continued.

1859.	JULY.		AUGUST.		SEPTEMBER.		OCTOBER.		NOVEMBER.		DECEMBER.		TOTALS.	
	From.	To.	From.	To.	From.	To.	From.	To.	From.	To.	From.	To.	From.	To.
Hartford, &c.....	60 87	24 00	103 84	43 07	182 27	64 83	212 52	12 44	172 35	47 75	110 93	6 80	1747 81	205 67
Boston.....	419 95	923 65	966 33	940 13	869 02	776 33	819 75	784 54	505 08	634 29	342 37	499 21	8790 65	9444 32
New York.....	8633 55	8732 21	10543 12	11157 71	12999 00	10871 54	10071 27	8805 55	7477 79	6407 87	4836 65	6114 40	95882 59	103459 59
Philadelphia.....	7909 09	8486 41	14606 47	12409 58	15062 65	12971 70	12292 64	11944 16	7384 01	9092 77	5212 83	7072 04	120770 17	117936 54
Baltimore.....	1464 15	1827 89	1539 76	2513 76	2090 82	2342 15	1762 41	2575 81	1336 11	1462 48	1138 08	1873 63	12758 03	24926 76
Harrisburg.....	1227 41	685 26	1462 14	875 35	1991 97	1037 58	1866 03	1398 57	1270 89	762 19	1105 56	756 87	17598 09	9530 23
Pittsburg.....	2401 10	1922 71	2580 52	2618 02	2833 77	3152 15	3520 27	2752 24	2484 20	2208 13	1897 62	1918 15	32715 82	29589 99
Salom.....	168 37		259 23		384 54		408 15		254 84		121 64		2719 41	
Alliance.....	22 77	17 05	144 84	40 00	138 72	46 41	124 89	213 45	9 84	126 15	25 96	110 00	977 72	1475 61
Canton.....	107 92	70 00	178 30	30 00	202 36	25 26	234 64	33 08	113 33	50 52	128 84	25 21	2137 23	715 67
Massillon.....	50 33	180 60	120 86	128 10	213 30	247 64	135 51	154 99	200 22	94 40	48 78	101 28	1601 12	1908 11
Orrville.....	23 72		39 11		37 29		139 36		106 70		38 24		880 74	
Wooster.....	102 84	125 88	137 18	100 80	946 83	136 50	236 68	67 36	35 05	67 36	62 35	42 10	2140 03	1428 68
Mansfield.....	111 54	71 04	350 70	174 16	323 98	161 66	320 85	110 97	303 54	43 87	212 54	74 44	2906 43	1160 66
Crestline.....	263 17	404 17	478 62	782 21	616 43	1498 20	488 72	1754 40	341 09	700 91	178 59	392 78	4479 28	12636 30
Bucyrus.....			75 74		81 34		43 50		37 70		41 90		445 54	
Upper Sandusky.....	8 15		34 72		30 04		53 80		43 15				330 16	
Forest.....	26 67		73 95		70 45		41 64		90 22		57 18		701 61	
Londonville.....	18 67				26 70		41 65		17 84		26 43		293 70	
Lima.....	18 66		15 65		19 14		17 30		18 12		26 10		114 97	
Delphos.....	9 08				9 08				8 52				44 02	
Fort Wayne.....	162 14	132 85	285 61	247 01	623 15	663 95	300 66	334 41	288 56	292 23	107 05	276 57	3101 95	4033 02
Columbia.....	18 20				34 82				8 65				122 62	
Warsaw.....	13 50		54 20		24 30				9 18				341 17	
Plymouth.....	26 04		17 49		51 30		21 60		32 67				532 73	
Van Wert.....			15 88				37 52						194 98	
La Porte.....			69 18		52 08				61 38		8 94		258 73	
Chicago.....	1954 27	1729 75	2905 65	2731 10	3599 05	3318 53	3197 93	2705 03	2051 48	1714 77	2232 42	1342 46	31934 22	30632 92
Cleveland.....	1107 23	1394 80	1266 71	2009 38	1518 16	2625 25	1143 63	1015 29	1137 50	1642 95	818 00	1479 09	13626 37	18720 55
Hudson.....	24 21		25 04		123 67		69 33		65 45		104 00		576 52	
Ravenna.....	52 64		7 75		53 02		58 58		22 36		24 00		397 32	
Bayard.....	40 00		60 00		180 00		70 00		10 00		16 00		650 10	
Steubenville.....	156 35	70 00	202 36	131 80	272 56	341 30	176 96	397 80	180 43	164 50	46 00	48 92	2088 71	2298 33
Wellsville.....					30 20		10 00						110 20	



Wheeling.....	284 68	148 09	563 96	318 90	565 63	676 22	699 67	522 63	359 92	108 05	106 00	188 47	505 1 02	37 84 03
Caliz.....	10 00		56 82		75 12		28 16		39 68		28 14		491 77	
Urichsville.....	18 78		18 78				57 54				9 38		176 92	
New Comerstown.....					65 68		143 26		5 84				208 96	
Coshocton.....			28 18		81 02		182 10		18 68		48 66		503 82	
Dresden.....					18 76		46 92		18 68				226 12	
Newark.....	231 19	87 00	342 96	105 63	328 90	178 89	216 02	331 07	143 38	124 65	18 76		2527 01	2254 15
Zanesville.....	78 78	151 92	239 32	263 90	297 93	465 37	280 79	472 91	98 60	262 10	168 00	106 55	1550 57	2964 81
Lancaster.....	29 40		32 06		18 50		23 46		23 96				229 68	
Circleville.....	9 30		33 26				7 08						87 16	
Washington.....													19 60	
Columbus.....	808 52	344 25	693 43	678 88	990 90	1108 00	617 92	602 01	532 63	593 96	580 33	299 60	8554 63	6825 80
Toledo.....	160 15	196 26	299 77	281 50	344 73	331 82	338 60	347 02	232 35	272 69	290 36	148 90	8586 75	2886 75
Detroit.....	128 68	202 24	185 85	143 02	166 45	213 07	161 23	119 49	179 28	75 81	24 00	40 23	1290 30	1399 94
Sandusky.....	44 83	27 31	53 45	9 31	99 24	47 77	58 18	14 70	8 40	16 80	57 50	42 00	616 35	284 20
Bellefontaine.....	75 31			105 88	58 94			102 83		39 51		25 26		963 89
Springfield, Ohio.....	87 37	25 93	166 14	8 98	119 25	48 76	288 59	48 76	70 10	17 44	70 26	8 72	1244 67	498 85
Urbana.....	16 10		89 80		50 09		42 50						355 37	
Piqua.....	35 68		51 81		60 73		8 92		43 26		48 00		483 64	
Dayton.....	336 65	368 35	553 97	606 07	730 43	848 16	485 66	448 34	288 63	698 14	294 66	271 96	5039 02	6853 85
Richmond.....	97 71		137 65		295 36		294 37		80 04		40 00		1473 53	
Indianapolis.....	529 54	332 40	792 55	518 79	791 55	490 02	696 02	476 00	634 31	335 81	351 00	167 16	7158 71	4683 91
Terre Haute.....	84 07	59 60	60 59	249 04	99 45	167 50	75 50	207 95	60 02	43 16	56 80	65 88	888 79	1664 73
Alton.....			6 10			96 26		31 25		42 75		9 50	33 68	577 55
St. Louis.....	2411 59	1124 67	2346 11	2989 81	1865 80	3509 71	2587 02	2234 46	2128 82	1531 11	1317 00	842 09	24453 74	23994 60
Cincinnati.....	4700 20	2773 11	5959 81	7096 16	4743 91	7291 29	4536 16	5437 80	3159 72	3394 67	2825 66	2128 26	50523 55	59263 33
Lexington.....	51 80		262 12		432 25			111 45		51 90		74 27		1525 15
Louisville.....	734 58	293 45	906 31	1103 64	552 82	1018 63	597 19	850 24	413 47	600 54	513 00	247 82	8498 33	6346 73
Vincennes.....	25 71	48 00	55 04	46 70	36 14	71 60	56 30	53 79	9 60	56 58			357 53	449 38
Evansville.....	116 99	83 14	336 05	185 88	122 18	86 70	61 41	78 45	78 07	34 48	48 28	9 16	1419 84	659 71
Chicago.....	183 18	101 55	425 73	599 70	190 38	391 40	122 66	227 45	80 52	299 09	86 00	58 00	2188 53	2811 76
Peru.....		22 63		13 80		8 35		14 80				6 93		137 15
Leansport.....		8 83		42 64		24 60		34 93		25 20		8 60		197 20
La Fayette.....	86 38	42 27	212 80	224 65	108 75	135 37	231 54	171 67	82 22	69 92	8 00	25 80	1341 79	1323 50
Decatur.....	40 93	22 72	52 21	65 46	70 77	25 05	30 70	13 98	21 50	15 33	52 00	25 80	724 42	630 22
Springfield, Ill.....	42 19	63 19	211 94	161 23	63 77	76 61	139 65	86 24	100 00	89 84	106 00	57 66	1379 88	1366 71
Jacksonville.....	24 75	11 60	113 22	43 68	41 35	81 80	91 41	40 40	77 95	32 11	46 00		702 46	457 08
Naples.....	43 03	36 86	9 09	28 15	36 36		33 40	16 70	30 48	34 40	8 00	8 60	243 96	203 73
Milwaukee.....	81 14	94 97	232 28	199 73	189 92	153 54	209 70	94 59	172 05	173 75	161 61	105 77	1890 19	1928 35
Janesville.....	7 81	23 31	47 80	43 61	80 95	8 20	41 44	7 89	53 14	42 74	20 51		495 73	220 05
Madison.....	27 72	33 56	45 69	110 02	7 39	39 03	80 80	70 67	53 18	42 00	26 55	17 23	384 88	445 78
Fond-du-Lac.....	8 20	7 11	33 79	21 69	14 46			22 14					97 90	73 32
Rockford.....	41 24	16 77	52 17		38 85	8 20	48 80	23 08	48 84		24 20		330 06	66 55
Dixon.....	8 21	18 14		9 07	33 53	7 89	31 82	6 95		26 19			157 47	115 50
Freeport.....	15 87		34 12	50 94	311 41	24 29	203 79	57 40	190 39	27 00	209 11	27 00	1581 58	354 14

STATEMENT No. 8½—Continued.

1850.	JULY.		AUGUST.		SEPTEMBER.		OCTOBER.		NOVEMBER.		DECEMBER.		TOTALS.
	From.	To.	From.	To.	From.	To.	From.	To.	From.	To.	From.	To.	
Balena.....	41 46	27 21	39 32	74 48	14 25	27 21	59 10	.....	50 79	18 00	16 00	26 73	366 34
Bault.....	32 94	23 31	16 72	90 01	186 30	71 50	74 22	64 23	74 49	8 73	68 00	.....	820 36
Pairie-du-Chien..	8 29	15 54	35 07	20 03	7 59	21 34	55 16	7 98	78 48	16 52	22 45	8 36	208 14
La Crosse.....	72 90	.....	92 69	23 94	228 12	15 96	409 75	29 55	164 90	48 69	124 00	23 74	2668 12
St. Paul.....	172 90	69 20	192 35	173 50	197 76	137 81	231 25	225 62	58 43	68 88	.....	41 25	1545 91
Beloit.....	16 00	18 14	8 21	.....	8 21	.....	32 92	.....	.....	.....	.....	.....	154 31
Racine.....	.....	.....	36 41	38 82	38 82	13 56	.....	38 50	.....	.....	16 58	.....	55 40
Kenosha.....	.....	.....	11 45	7 62	7 62	21 69	.....	.....	.....	.....	16 42	.....	67 52
Fushkosh.....	.....	25 26	.....	7 55	.....	.....	.....	.....	26 61	22 46	16 12	.....	16 12
Tulcan.....	6 55	18 14	40 50	8 20	.....	111 44	.....	55 85	.....	8 73	18 04	44 24	135 79
Joliet.....	.....	.....	.....	.....	.....	.....	16 04	.....	17 38	.....	.....	.....	219 42
La Salle.....	5 80	9 07	14 25	7 51	34 62	.....	.....	15 03	18 00	17 46	.....	18 00	105 82
Ottawa.....	35 10	.....	63 42	.....	59 94	.....	39 92	.....	35 73	.....	.....	.....	146 61
Peoria.....	36 18	47 14	179 17	86 28	96 43	113 56	104 44	32 49	81 18	17 33	100 00	26 06	425 13
Davenport.....	96 42	.....	122 82	.....	108 38	.....	148 52	.....	146 77	.....	80 00	.....	1335 31
Rock Island.....	47 56	105 58	93 17	103 00	71 84	107 66	92 84	171 58	90 00	50 46	62 00	87 47	728 74
Galesburg.....	33 44	7 50	52 14	8 20	32 49	24 00	.....	56 47	16 90	9 00	32 60	26 46	291 38
Burlington.....	130 88	123 90	147 45	126 48	143 24	240 47	136 11	154 22	69 74	18 00	112 91	126 23	168 07
Mt. Pleasant....	41 63	.....	153 28	.....	81 25	.....	48 10	.....	40 29	.....	56 00	.....	618 22
Quincy.....	71 39	7 89	129 45	100 11	43 98	119 95	54 64	60 88	132 97	62 46	118 03	56 19	1045 97
Hannibal.....	.....	.....	29 15	26 34	.....	15 34	.....	16 09	17 46	.....	.....	8 37	49 81
Kcook.....	10 58	9 07	32 62	16 21	25 30	22 48	.....	.....	8 36	8 73	23 75	.....	183 45
Bloomington.....	.....	.....	27 27	69 58	42 46	8 20	35 13	52 99	26 38	25 61	70 00	48 78	198 00
Iowa City.....	24 92	.....	50 63	50 94	138 51	8 20	41 00	32 80	.....	46 98	24 00	27 00	540 48
Muscatee.....	25 08	.....	55 37	.....	53 65	.....	16 40	.....	24 05	.....	.....	.....	481 49
Jefferson City....	9 71	17 08	.....	.....	8 13	.....	7 47	.....	28 10	7 00	7 47	9 50	133 51
Kansas.....	8 52	15 94	47 69	8 59	.....	.....	36 59	8 49	8 20	.....	.....	.....	149 55
Leavenworth.....	12 73	.....	96 87	.....	73 32	55 54	79 72	30 44	29 97	.....	51 00	.....	372 92
Saint Joseph.....	68 30	34 24	46 00	80 86	55 12	49 20	71 45	122 04	149 16	25 70	108 00	78 92	679 14
Weston.....	.....	.....	.....	15 64	.....	.....	.....	.....	.....	.....	.....	.....	57 14
Nashville.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	67 55	.....	.....	220 27
Memphis.....	87 84	53 58	27 72	322 05	99 40	250 90	96 74	197 45	106 75	115 24	146 00	85 76	1357 40
Vicksburg.....	.....	.....	28 99	.....	.....	17 20	.....	28 89	.....	46 09	.....	.....	46 09
Vatchez.....	.....	.....	8 25	8 25	.....	8 25	.....	.....	.....	16 16	.....	.....	40 91

Jackson.	166 19	67 82	16 26	165 94	70 20	16 50	53 98	9 10	8 08	87 66
New Orleans.....	51 75	52 65	96 75	78 75	1 20	49 42	148 76	124 39	41 42	884 85
Hopewell.....	23 35		5 40			16 50	65 25	64 35	92 25	791 10
Stapleburg.....	43 00	162 50	210 25	62 75	41 00	17 67	20 46	19 53	24 18	283 50
Ephrata.....	15 81	34 41	25 11	35 34	18 60	31 15	26 70	6 23	21 36	211 11
Reading.....	30 20	31 15	36 49	33 82	43 61	32 93	26 70	19 90	34 71	249 30
Lebanon.....	95 75	62 70	68 70	51 70	179 75	35 37	70 45	19 90	26 40	310 61
Gettysburg.....	29 25	7 87	19 13	10 12	103 55	18 00	4 50	16 87	16 87	557 70
Hanover.....	15 75	15 75	18 00	57 37	15 87	18 00	4 50	16 87	16 87	273 12
Littletown.....	3 20		40 00		8 00	41 80	6 40	16 87	16 87	74 23
Millersburg.....	6 40		12 80		12 80	41 80	6 40	16 87	16 87	73 12
Trevorton Bridge.....	9 51		3 17		77 60	19 20	25 60	16 87	16 87	108 80
Selins Grove.....	58 60	53 10	48 34	47 20	57 13	47 55	19 02	16 87	16 87	99 20
Milton.....	38 00	38 35	79 11	26 55	54 20	52 74	35 16	33 09	41 02	160 08
Muncy.....	55 80	134 22	105 40	97 35	89 90	108 50	39 55	48 34	11 72	639 57
Sunbury.....	124 74	115 05	117 31	79 65	145 53	127 49	154 44	71 28	68 31	488 72
Lewisburg.....	17 70	27 72	386 10	203 00	52 35	77 50	161 20	102 30	77 50	375 43
Northumberland.....	274 56	297 25			360 36	142 10	221 55	143 00	77 22	774 37
Williamsport.....										1418 38
Jersey Shore.....										361 66
Lock Haven.....	34 71	65 17	101 46	56 55	145 00	72 50	158 05	114 55	94 25	485 90
Elmira.....	15 61	4 80	23 50	63 84	160 20	58 52	70 76	41 23	46 55	629 09
Buffalo.....	13 53			12 00	16 45	7 20	4 30	7 20		148 13
Rochester.....	35 64	116 33	59 35	4 70	9 12	11 75	9 40	11 75	7 05	102 22
Niagara Falls.....	220 20	1446 70	615 50	803 40	1 25	30 55	25 55	4 70		140 71
Bedford.....	380 50	302 75	449 63	336 25	5 60	26 70				391 28
Couneville R.R.....					493 63	364 75	313 50	317 00	543 00	2465 85
							378 75			841 30
										5067 33
										528565 35

W. A. WOLFERSBERGER,  
Chief Clerk Passenger Accounts.

# ANNUAL REPORT, 1859.

## ACCOUNTING DEPARTMENT.

### STATEMENT No. 9.

*Statement of Monthly Passenger Receipts from each Station Pennsylvania Railroad.*

	STATIONS.	JANUARY.	FEBRUARY.	MARCH.	APRIL.	MAY.	JUNE.	JULY.	AUGUST.	SEPTEMBER.	OCTOBER.	NOVEMBER.	DECEMBER.	TOTALS.
1	Philadelphia.....	13241 58	11545 17	16432 60	19449 87	19049 10	15133 96	16267 20	17279 31	13807 80	19094 50	15289 91	11759 82	188220 92
1½	West Philadelphia.....	311 40	336 33	559 35	611 45	615 55	597 53	674 87	686 20	628 12	621 80	689 45	556 25	6898 30
2	Houstonville.....	9 75	4 25	15 85	17 80	24 25	33 07	32 85	34 65	46 53	42 90	25 90	21 95	316 80
2½	City Avenue.....	2 70	3 50	4 05	4 55	11 60	17 40	20 10	25 10	23 92	16 87	13 20	10 30	102 29
3	Libertyville.....	45	1 05	4 85	9 05	8 25	6 30	7 90	8 25	7 55	5 35	5 80	1 20	61 00
4	Athensville.....	14 25	14 40	24 75	53 50	67 70	73 60	98 65	88 75	61 70	66 75	56 45	47 80	608 70
4½	Haverford.....	.....	1 75	5 60	17 10	36 70	36 10	47 35	42 00	32 30	46 40	31 40	37 90	329 20
5	White Hall.....	54 05	73 30	67 02	106 03	100 22	116 53	205 33	246 70	172 10	151 45	118 53	66 12	1477 38
5½	Henderson's.....	.....	.....	.....	.....	18 05	13 70	22 70	13 15	12 50	6 25	6 35	8 95	101 05
6	Villa Nova.....	3 90	2 55	16 00	28 10	34 20	32 90	50 50	59 60	59 53	43 85	24 25	28 55	393 05
7	Morgan's Corner.....	56 77	32 70	75 55	128 20	130 40	136 40	159 32	183 88	112 72	122 20	89 57	81 53	1342 24
8	Wayne.....	.....	.....	.....	.....	11 05	7 60	13 55	18 60	10 85	28 50	15 05	7 65	112 85
8½	Eagle.....	56 70	35 25	88 95	144 97	153 20	143 12	227 50	261 32	190 73	170 85	153 13	125 87	1756 99
8¾	Almira.....	.....	.....	3 65	11 45	18 50	16 85	23 75	33 35	21 00	20 10	14 50	16 40	104 45
9	Reeseville.....	.....	.....	.....	.....	3 37	6 50	7 15	10 50	9 75	9 95	5 95	90	69 17
9½	Proli.....	231 18	235 40	272 20	328 15	106 30	234 35	339 43	417 93	304 15	219 13	209 42	170 90	3158 54
9¾	Green Tree.....	.....	.....	.....	.....	3 90	10 95	12 30	19 80	13 95	8 20	10 55	8 00	88 25
a	West Chester Int.....	14 30	5 80	11 55	91 38	102 58	180 38	248 07	312 37	289 80	229 25	245 97	244 00	1975 45
b	Hood's Road.....	.....	.....	.....	17 55	34 57	29 00	30 02	31 82	28 90	14 82	12 85	12 32	211 85
b b	Ten Road.....	.....	.....	.....	21 95	22 95	32 92	21 27	27 75	19 10	22 00	16 15	17 88	201 97
c	White Horse Road.....	.....	.....	.....	14 30	11 60	11 45	14 10	13 30	7 13	15 20	6 95	4 52	98 55
c c	Glisson's.....	.....	.....	.....	13 23	20 25	37 70	27 13	41 40	27 80	27 80	16 37	22 95	244 03
e	Halfway House.....	.....	.....	.....	20 55	36 15	18 78	28 02	43 55	31 40	26 60	17 15	19 90	242 10
f	Boat Road.....	.....	.....	.....	32 10	39 05	37 60	52 28	52 28	42 97	33 70	32 70	26 20	346 75
g	Patton Road.....	.....	.....	.....	10 75	7 35	11 25	16 67	21 32	8 75	8 55	9 25	5 50	99 39
h	Buchanan's Lane.....	.....	.....	.....	3 05	9 35	7 82	11 20	12 90	13 65	17 70	12 10	7 05	94 82
i	West Chester.....	919 86	908 89	1115 46	812 44	790 48	741 30	1198 65	877 01	750 53	780 55	598 28	676 87	10170 32



93 1/4	Garrett's Siding.....	162 05	99 25	.....	60	4 35	8 15	7 60	5 50	11 10	13 20	10 90	6 40	8 75	76 55
10	Steamboat.....	162 05	99 25	.....	137 00	105 95	178 05	172 50	182 65	259 47	239 50	204 90	164 13	128 05	2023 55
10 1/2	Walkertown.....	.....	70	.....	3 50	11 45	18 30	22 10	21 30	27 15	37 80	16 55	22 95	19 60	201 40
11	Oakland.....	96 93	117 82	.....	167 23	157 95	147 30	107 60	181 52	239 75	230 10	147 40	145 85	131 35	1930 70
12	Ches. Val. Int.....	2 20	.....	.....	2 10	1 60	4 45	4 30	2 05	4 10	.....	.....	.....	.....	16 80
13	Downingtown.....	598 32	442 80	.....	598 32	644 08	760 40	616 72	672 55	883 00	859 48	827 62	699 05	681 40	8202 78
14	Gallagherville.....	23 00	23 00	.....	21 15	36 90	20 15	23 90	40 35	44 10	34 10	29 45	26 82	21 85	342 72
14 1/2	Thorndale.....	.....	.....	.....	.....	10 90	10 40	11 60	5 70	19 25	16 40	10 25	18 95	11 50	104 95
15	Calm.....	11 05	.....	.....	27 10	23 25	24 80	24 30	33 55	35 00	46 30	33 40	35 25	31 30	334 45
15 1/2	Catsville.....	418 25	476 43	.....	476 43	516 70	410 03	458 60	521 18	518 70	689 50	564 40	455 45	598 25	6002 86
16	Midway.....	355 37	67 20	.....	93 75	110 40	164 07	91 40	123 75	173 45	137 82	90 25	87 93	93 90	1270 05
17	Chandler's.....	96 13	19 05	.....	37 70	26 50	24 50	37 50	44 75	53 10	51 75	58 70	48 35	61 10	494 80
18	Parkburg.....	32 40	410 08	.....	584 57	663 12	597 85	454 25	618 10	685 33	861 40	707 90	539 02	539 18	7213 35
19	Penningtonville.....	308 60	243 65	.....	435 20	312 33	213 65	181 18	200 82	407 35	290 85	421 20	332 70	456 12	3853 05
20	Christiana.....	244 10	199 95	.....	269 93	249 27	257 30	193 40	240 68	364 42	339 55	288 92	197 38	27 4 50	3069 40
21	Gap.....	201 27	161 45	.....	217 37	226 88	181 28	246 55	225 83	414 03	339 58	309 58	234 85	343 05	3121 52
22	Khizer's.....	82 05	62 65	.....	72 28	77 15	76 02	70 37	78 40	102 50	70 22	111 20	71 50	63 00	937 34
23	Lemon Place.....	304 27	264 80	.....	313 57	400 30	413 10	309 45	355 35	426 60	367 28	433 82	310 92	306 85	4208 31
24	Gordonville.....	74 45	52 20	.....	64 80	71 20	96 10	69 90	49 32	79 60	106 72	108 80	57 65	94 03	924 77
25	Bird-in-hand.....	152 88	134 85	.....	176 10	170 65	178 15	111 00	140 47	216 47	218 53	298 08	190 10	200 25	2068 13
26	Lancaster.....	3089 70	3254 80	.....	4584 78	5004 14	4750 25	4124 15	4549 69	5867 06	4839 97	4945 42	3745 96	3419 95	5276 87
A	Rollerstown.....	11 00	9 05	.....	9 30	14 15	22 00	22 10	22 35	15 85	6 75	10 40	12 16	11 30	107 15
B	Mountville.....	20 05	26 15	.....	25 95	29 50	30 05	37 60	28 65	29 75	17 90	38 40	31 97	33 50	349 47
C	Columbia.....	1272 87	1111 60	.....	2301 77	2150 95	1956 03	1508 85	1395 55	1034 18	1616 55	1576 20	1187 05	1195 65	19027 25
D	Chiquita.....	12 00	10 55	.....	14 05	25 70	15 35	15 80	19 75	19 00	16 85	15 85	11 55	4 30	180 75
E	Maricopa.....	236 80	241 95	.....	3203 48	1756 95	2299 47	381 15	336 67	507 57	450 95	380 13	328 08	294 37	10417 57
F	Shock's Mills.....	10 25	21 55	.....	26 35	21 15	24 40	14 05	11 80	15 10	26 25	16 55	14 75	13 00	215 20
G	Bainbridge.....	37 15	29 95	.....	70 15	101 80	53 05	41 65	43 60	61 00	38 65	47 55	43 60	54 55	622 70
H	Collins.....	7 75	14 50	.....	7 90	11 90	10 40	9 45	11 00	11 30	20 75	18 65	12 00	16 65	152 85
I	Falmouth.....	3 15	3 45	.....	5 20	4 20	5 15	8 20	6 15	4 10	7 05	8 40	3 20	6 55	64 80
J	Buck Lock.....	2 55	2 90	.....	8 65	3 80	6 20	5 00	3 40	4 15	2 80	2 95	4 90	20	47 50
28	Louisville.....	20 10	17 30	.....	18 05	20 90	23 65	6 20	20 75	24 10	40 40	40 65	49 90	43 35	325 35
29	Mount Joy.....	378 55	247 02	.....	481 12	444 82	493 98	470 00	372 53	473 83	603 40	489 90	350 22	372 88	5178 25
30	Elizabethtown.....	245 25	167 45	.....	228 78	283 65	256 70	240 00	252 02	381 40	299 18	269 70	231 80	217 02	3072 96
32	Middletown.....	391 70	341 70	.....	1350 55	1146 50	962 02	462 28	476 18	564 07	610 22	474 02	440 23	513 75	7733 22
33	Hicksville.....	36 50	31 60	.....	91 35	94 70	69 15	45 45	42 85	37 85	61 05	56 55	73 60	42 75	683 40
34	Harrisburg.....	5092 38	5251 30	.....	11296 85	8897 60	10984 35	6478 12	6947 77	8906 50	10319 50	7859 50	6352 20	5420 33	94441 78
35	Rockville.....	72 30	78 60	.....	152 90	103 65	91 05	82 45	80 70	93 90	90 05	82 55	104 95	102 75	1115 88
36	Cove.....	7 10	3 70	.....	31 50	25 95	35 45	52 35	141 15	49 90	91 35	115 15	52 20	94 20	699 60
37	Duquesne.....	220 05	209 95	.....	506 17	348 15	328 30	301 95	282 55	304 55	515 50	275 80	270 40	391 02	3941 02
38	Aqueduct.....	43 00	49 48	.....	63 45	66 95	63 45	71 82	81 75	67 30	69 38	53 70	58 55	66 65	755 48
39	Bailey's.....	5 70	10 10	.....	37 95	10 30	4 45	9 50	9 85	8 25	7 85	6 40	3 25	4 60	117 70
40	Newport.....	390 65	318 20	.....	489 55	594 28	423 75	383 93	318 48	524 00	575 90	467 12	464 00	451 12	5401 48
41	Millertown.....	169 80	163 60	.....	245 83	200 75	275 25	221 05	212 30	256 38	285 95	228 95	231 62	281 60	2767 08
42	Thompsonstown.....	18 47	23 35	.....	33 72	37 25	40 45	41 40	38 95	63 45	185 77	165 15	181 10	108 60	877 66
43	Mexico.....	10 65	12 62	.....	11 55	11 50	13 30	18 85	12 15	15 50	23 85	16 85	23 50	12 05	152 37

## STATEMENT No. 9.—Continued.

	STATIONS.	JANUARY.	FEBRUARY.	MARCH.	APRIL.	MAY.	JUNE.	JULY.	AUGUST.	SEPTEMBER.	OCTOBER.	NOVEMBER.	DECEMBER.	TOTALS.
44	Perryville.....	138 00	297 18	235 63	291 50	229 93	140 95	141 07	219 72	290 35	338 80	183 80	212 00	2,679 93
45	Midlin.....	420 93	384 65	585 65	647 75	450 32	461 30	396 93	513 93	820 90	651 73	536 60	527 28	6,403 97
46	Lewistown.....	1180 00	964 97	1008 98	1022 02	1272 58	1147 35	1112 25	1555 32	1762 38	1409 12	1269 70	1269 70	10,054 20
47	Anderson's.....	4 35	7 05	12 35	10 95	8 05	7 15	8 30	27 05	18 75	15 25	14 60	11 60	144 85
48	McVeyton.....	237 42	203 83	294 60	296 18	280 00	226 20	187 38	339 95	282 62	254 83	261 82	277 97	3,142 30
49	Manayunk.....	5 55	3 00	3 40	8 30	17 30	16 90	19 00	18 75	9 75	10 75	7 00	6 00	126 85
50	Newton Hamilton..	98 90	101 75	115 22	106 82	79 23	84 42	72 25	167 00	132 28	112 80	83 50	100 05	1,314 04
51	Mount Union.....	239 73	243 45	405 95	481 20	232 25	214 35	206 02	310 38	333 32	409 38	235 58	235 48	3,577 09
52	Mapleton.....	69 00	45 60	48 40	57 95	74 35	30 55	42 15	70 80	48 60	97 00	84 50	52 65	721 55
53	Mill Creek.....	118 42	127 80	145 85	67 68	67 70	113 55	60 65	173 32	143 43	130 77	149 00	110 95	1,411 22
54	Huntingdon.....	841 95	683 20	1116 55	1269 20	927 03	600 45	980 35	1586 88	1672 95	1040 45	947 85	1001 15	12,728 59
55	Petersburg.....	270 03	224 60	234 68	232 42	316 27	290 23	298 27	336 20	359 95	398 55	216 80	303 75	3,631 75
56	Barre.....	16 35	21 65	24 40	32 00	26 55	34 10	24 10	33 00	45 40	35 30	16 45	14 95	324 25
57	Shreve Creek.....	409 67	407 67	541 25	527 73	482 90	425 72	543 05	447 70	832 70	466 45	452 42	715 70	6,252 96
58	Birmingham.....	57 30	66 70	105 65	87 90	66 35	58 85	68 58	76 95	137 12	117 85	62 45	68 45	964 13
59	Tyrone.....	928 83	776 10	1196 62	1316 95	1553 60	1029 75	961 15	1045 75	1347 13	1386 00	1131 20	880 30	13,553 38
60	Tipton's.....	93 40	84 85	138 77	120 50	120 55	120 75	127 70	110 45	164 10	120 10	123 43	64 40	1,388 80
61	Rositoria.....	12 80	39 50	31 40	16 25	36 05	25 05	29 00	39 95	34 35	34 90	25 30	16 15	340 70
62	Bell's Mills.....	118 20	95 30	154 25	163 12	100 98	100 60	142 67	177 10	175 62	181 35	93 95	92 45	1,655 77
62½	Blair Furnace.....				9 50	10 55	17 85	14 55	35 35	38 90	11 85	19 95	8 65	107 15
63	Altoona.....	1291 20	1040 25	1540 68	1459 23	1729 12	1561 35	2018 40	1939 30	2123 75	1894 57	1495 75	1504 12	19,617 72
N	Eldorado.....	4 45	2 00	3 65	2 00	1 50	8 80	4 00	4 20	3 65	55 55	20 50	50 50	350 30
M	Duncansville.....	60 70	50 83	144 85	149 60	166 85	85 75	89 03	141 50	123 50	127 70	118 62	160 15	1,419 08
K	Holidaysburg.....	790 70	662 37	1049 00	1030 75	947 18	662 30	754 35	976 62	1233 20	793 65	817 53	762 83	10,480 48
64	Kittanning Point.....	4 85	5 25	3 05	2 25	7 15	3 05	7 95	9 00	4 35	4 20	4 10	4 40	57 00
65	Gallitzin.....	132 60	151 25	157 00	160 92	159 60	176 30	150 00	152 63	97 78	134 78	159 87	131 57	1,764 30
66	Cresson's.....	165 77	108 70	136 12	135 53	222 90	356 50	520 80	801 60	404 32	204 27	224 70	137 40	3,478 61
67	Lilly's.....	10 85	11 75	18 85	13 90	17 45	12 70	12 80	19 80	9 95	11 60	16 55	17 15	176 35
68	Portage.....	3 80	5 15	7 65	8 20	4 65	4 20	7 15	5 85	5 85	6 25	5 25	5 00	72 65
69	Wilmore.....	297 07	284 88	528 08	461 72	444 52	497 12	393 85	366 95	568 43	400 38	301 58	482 30	5,026 88
70	Shinnerhill.....	5 20	5 20	6 80	6 70	10 95	5 45	5 90	6 70	9 95	8 60	4 40	4 75	80 60
71	Viaduct.....	14 80	5 50	8 40	4 47	8 05	4 40	8 45	3 45	15 50	7 95	7 80	7 45	86 77
72	Conemaugh.....	25 30	18 15	31 85	32 55	33 95	33 55	24 25	34 80	34 77	44 30	34 05	29 90	383 42
73	Johnstown.....	1054 75	1103 45	1824 57	1445 15	1693 30	1513 98	1570 77	1731 25	2198 80	1619 85	1360 65	1399 18	18,515 70



74	Conenough Fur.....	10 55	16 30	27 10	12 30	21 30	21 40	27 05	18 05	24 00	24 10	13 75	249 70
75	Nineveh .....	25 25	29 35	75 55	80 35	45 30	45 65	60 95	69 00	95 77	58 90	58 00	710 12
76	Florence .....	119 70	123 62	207 70	154 55	146 47	148 20	211 85	211 85	199 05	150 20	151 45	1956 47
77	Lockport.....	41 60	46 95	77 10	61 18	50 35	59 65	60 82	108 80	131 98	104 40	49 42	857 75
78	Bolivar.....	40 75	33 20	31 38	82 67	41 55	75 45	95 88	45 40	78 45	79 07	64 85	721 70
79	Blairsville Int.....	147 15	111 83	160 65	132 25	121 20	152 88	141 75	155 65	211 45	184 40	128 60	1870 01
L	Blairsville.....	421 43	353 92	607 75	601 58	517 52	553 65	620 34	712 87	613 65	411 08	462 33	6439 42
O	Mayer's Siding.....	3 45	5 10	3 20	4 25	4 25	3 10	4 20	5 00	4 50	4 25	6 30	49 20
J	Black Lick.....	7 20	5 80	7 35	9 95	9 25	12 00	10 40	12 90	24 05	11 20	9 90	130 55
Q	Rough's .....	15 05	14 55	8 45	7 50	8 65	9 35	6 00	7 00	11 15	6 30	11 10	99 40
R	Homer.....	5 60	17 95	20 95	21 20	22 55	23 40	22 70	31 20	70 70	23 45	25 60	322 05
S	Reed's.....	4 20	1 80	2 55	3 60	5 20	4 80	5 50	5 20	6 80	1 90	2 70	48 40
T	Indian.....	536 30	497 38	1060 75	803 08	875 50	719 13	765 23	1000 53	1213 92	625 47	628 55	9635 79
80	Hillside.....	37 40	37 60	55 45	56 00	61 40	70 67	63 40	51 20	82 45	60 45	73 65	707 92
81	Derry.....	46 17	44 70	83 35	61 80	64 48	48 50	107 80	59 90	77 45	50 80	69 20	781 20
82	St. Clair.....	18 30	26 00	52 75	63 22	38 50	56 23	41 07	44 65	60 35	37 30	37 57	526 61
83	Latrobe.....	479 50	534 12	613 75	588 28	544 72	705 50	728 20	854 90	698 65	557 55	508 53	7424 50
84	Beatty's .....	29 20	24 75	45 30	46 40	40 60	43 00	64 00	49 45	33 20	45 30	35 15	487 60
85	George's.....	17 05	22 25	21 25	13 85	16 30	10 70	24 75	27 85	15 90	16 95	11 40	223 10
86	Greensburg.....	779 80	815 83	866 95	1103 18	992 35	780 07	1142 15	1118 65	1050 38	1065 65	607 42	11328 80
87	Radebaugh's.....	9 95	10 85	5 35	8 20	9 90	5 00	6 00	3 90	11 35	10 85	5 30	93 90
88	Grapeville.....	20 75	33 85	36 05	42 65	40 05	60 05	60 15	69 85	52 65	61 60	32 25	571 80
89	Mauro.....	72 20	111 00	113 35	105 75	89 70	98 10	113 80	166 15	83 35	93 70	103 20	1226 95
90	Irwins.....	186 40	178 87	210 15	285 15	258 08	229 90	285 18	281 20	306 30	213 90	202 08	2884 75
91	Larimer's .....	105 63	55 25	67 37	92 42	80 72	87 33	50 12	124 83	85 30	86 35	78 03	1021 30
92	Stewart's .....	43 65	31 10	41 75	50 35	44 20	54 70	54 65	64 20	61 85	33 70	25 90	547 70
93	Turtle Creek.....	57 15	48 00	57 35	69 30	60 50	52 65	54 29	61 15	48 65	37 00	42 85	646 15
94	Brinton's .....	235 95	360 38	336 05	389 58	406 13	322 32	367 10	418 80	334 15	274 88	353 60	4014 09
95	Bradock's .....	60 50	69 60	84 40	83 15	83 25	90 60	92 35	90 20	74 85	71 70	86 55	962 45
96	Swissvale.....	42 15	35 60	31 20	40 70	40 90	36 65	31 45	37 65	30 00	27 70	25 95	422 30
97	Wilkesburg.....	136 45	98 80	125 70	127 45	133 57	119 95	135 08	140 85	132 15	91 00	109 15	1456 40
98	Liberty.....	16 00	15 50	17 05	17 15	25 20	25 35	25 35	26 15	23 70	24 15	14 75	243 65
99	Homewood.....	279 45	200 55	251 22	284 32	264 60	288 18	293 60	312 00	265 35	238 57	237 20	3134 99
100	Pittsburg.....	8790 97	9278 78	14054 73	14964 39	12131 58	13483 63	13327 70	15884 13	13484 65	10437 02	10402 78	152256 17
	Totals.....	53004 73	48840 79	81155 18	80797 25	63515 05	68801 15	75592 52	80328 97	76217 13	61257 23	56399 12	828692 74

W. A. WOLFERSBERGER,

Chief Clerk Passenger Accounts.

## ANNUAL REPORT, 1859.

## ACCOUNTING DEPARTMENT—STATEMENT No. 10½.

*Statement of Individual Passengers carried from and to Foreign Stations.*

1859.	JANUARY.		FEBRUARY.		MARCH.		APRIL.		MAY.		JUNE.		JULY.		AUGUST.		SEPTEMBER.		OCTOBER.		NOVEMBER.		DECEMBER.		TOTALS.	
	From	To	From	To	From	To	From	To	From	To	From	To	From	To	From	To	From	To	From	To	From	To	From	To	From	To
Hartford, &c.....	4	.....	25	.....	42	.....	1	.....	12	.....	39	.....	8	.....	16	.....	20	.....	29	.....	2	.....	5	.....	1	.....
Boston.....	42	84	74	.....	105	78	74	.....	81	.....	508	425	56	127	134	143	121	110	113	113	69	81	46	13	257	29
New York.....	476	633	605	873	1175	1159	855	1090	880	1170	973	1524	605	1031	1317	1385	1663	1347	1280	1117	916	784	597	722	1423	1544
Philadelphia.....	662	837	838	938	1347	1418	1531	1272	1347	1531	1273	1560	1341	1208	1963	1636	1926	1652	1705	1487	1038	1092	867	807	16307	15518
Baltimore.....	197	315	168	311	359	312	275	292	282	338	238	417	254	286	261	372	321	276	272	396	205	384	175	308	3007	4007
Harrisburg.....	95	84	134	84	243	103	384	85	241	105	155	114	201	105	274	196	338	108	336	237	205	149	190	138	281	1398
Pittsburgh.....	259	245	222	202	363	417	408	306	329	328	374	274	323	225	299	304	314	364	289	345	285	267	220	225	3085	3502
Salem.....	.....	.....	.....	.....	35	47	48	.....	19	.....	13	.....	18	.....	28	.....	41	.....	43	.....	27	.....	.....	.....	285	.....
Alliance.....	.....	4	7	15	8	19	15	19	5	14	14	10	3	2	15	4	15	6	13	24	1	13	8	11	103	153
Canton.....	17	3	22	4	29	9	24	11	18	11	10	10	11	7	18	3	21	3	26	4	13	6	14	5	923	74
Massillon.....	17	9	12	20	19	30	17	33	7	23	16	11	5	23	13	16	23	32	14	20	21	12	5	13	169	242
Orrville.....	6	.....	6	.....	8	.....	14	.....	7	.....	12	.....	3	.....	4	.....	4	.....	15	.....	21	.....	4	.....	94	.....
Wooster.....	14	7	11	7	41	21	37	31	16	14	12	13	11	14	15	10	39	17	28	8	4	8	7	5	235	155
Mansfield.....	9	7	33	7	34	13	23	13	29	8	28	8	13	8	42	22	44	20	41	15	38	5	27	10	363	138
Crestline.....	18	94	40	77	63	200	51	261	27	158	85	106	33	51	58	98	80	191	65	231	44	88	23	50	587	1605
Bucyrus.....	1	.....	.....	.....	6	.....	8	.....	1	.....	3	.....	.....	.....	10	.....	10	.....	7	.....	5	.....	5	.....	54	.....
Upper Sandusky.....	1	.....	4	.....	8	.....	4	.....	3	.....	4	.....	1	.....	4	.....	5	.....	7	.....	5	.....	.....	.....	41	.....
Forest.....	3	.....	6	.....	8	.....	9	.....	9	.....	6	.....	4	.....	10	.....	9	.....	5	.....	13	.....	7	.....	89	.....
Loudonville.....	1	.....	.....	.....	1	.....	4	.....	3	.....	.....	.....	1	.....	.....	.....	3	.....	5	.....	2	.....	3	.....	23	.....
Lima.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	2	.....	2	.....	2	.....	2	.....	2	.....	.....	.....	13	.....
Delphos.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1	.....	2	.....	1	.....	.....	.....	1	.....	.....	.....	5	.....
Fort Wayne.....	14	28	18	18	40	61	30	72	27	42	24	36	19	22	33	34	74	85	50	44	35	33	13	38	377	513
Columbia.....	1	.....	2	.....	3	.....	3	.....	8	.....	5	.....	1	.....	6	.....	3	.....	3	.....	1	.....	1	.....	1	.....
Warsaw.....	1	.....	1	.....	6	.....	3	.....	8	.....	.....	.....	1	.....	2	.....	3	.....	.....	.....	1	.....	2	.....	40	.....
Plymouth.....	6	.....	4	.....	15	.....	5	.....	3	.....	3	.....	3	.....	2	.....	6	.....	7	.....	4	.....	6	.....	64	.....
Van Wert.....	1	.....	.....	.....	3	.....	4	.....	3	.....	.....	.....	.....	.....	2	.....	.....	.....	4	.....	6	.....	.....	.....	23	.....
La Porte.....	.....	.....	1	.....	4	.....	.....	.....	3	.....	3	.....	.....	.....	8	.....	6	.....	4	.....	7	.....	1	.....	30	.....

Chicago.....	232	148	252	116	331	448	289	380	489	381	727	825	254	221	377	341	478	408	419	358	251	219	203	169	4362	4014	
Cleveland.....	50	60	78	88	102	214	135	204	569	302	407	314	165	184	185	272	224	369	172	136	156	222	106	195	2349	2560	
Hudson.....	4	.....	8	.....	6	.....	2	.....	.....	.....	3	.....	7	.....	4	.....	8	.....	11	.....	9	.....	13	.....	81	.....	
Ravenna.....	4	.....	.....	.....	10	.....	9	.....	3	.....	2	.....	4	.....	6	.....	18	.....	7	.....	1	.....	2	.....	68	.....	
Bayard.....	3	.....	.....	.....	9	.....	20	.....	16	.....	20	.....	16	.....	21	.....	28	.....	22	.....	41	.....	6	.....	223	243	
Stenbourne.....	15	6	9	11	30	20	2	38	16	26	.....	.....	.....	7	.....	14	.....	3	.....	.....	.....	17	.....	12	.....	243	.....
Wellsville.....	.....	.....	.....	.....	3	.....	2	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	11	.....	
Wheeling.....	29	8	54	24	44	54	62	47	43	26	28	26	30	15	58	36	68	79	64	56	39	18	24	20	533	409	
Caliz.....	2	.....	2	.....	6	.....	6	.....	6	.....	5	.....	1	.....	6	.....	8	.....	3	.....	5	.....	3	.....	55	.....	
Urichsville.....	.....	.....	.....	.....	.....	.....	3	.....	3	.....	3	.....	2	.....	2	.....	.....	.....	4	.....	.....	.....	.....	.....	.....	20	.....
Newcomerstown.....	.....	.....	.....	.....	5	.....	4	.....	.....	.....	.....	.....	.....	.....	.....	.....	7	.....	16	.....	1	.....	.....	.....	33	.....	
Coshocton.....	2	.....	1	.....	5	.....	11	.....	6	.....	2	.....	.....	.....	3	.....	9	.....	12	.....	2	.....	6	.....	58	.....	
Dresden.....	.....	.....	.....	.....	7	.....	3	.....	.....	.....	.....	.....	.....	.....	.....	.....	2	.....	6	.....	.....	.....	.....	.....	.....	.....	
Newark.....	13	11	21	16	30	31	25	45	23	26	13	17	25	10	37	12	35	19	22	36	16	14	16	11	276	248	
Zanesville.....	4	8	2	7	10	32	13	39	16	33	7	17	9	16	27	29	29	55	31	54	11	29	22	20	181	340	
Lancaster.....	1	.....	.....	.....	2	.....	8	.....	2	.....	2	.....	3	.....	4	.....	2	.....	3	.....	3	.....	.....	.....	27	.....	
Circleville.....	.....	.....	.....	.....	3	.....	.....	.....	.....	.....	.....	.....	1	.....	4	.....	.....	.....	1	.....	.....	.....	.....	.....	11	.....	
Washington.....	2	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	2	.....	
Wilmingon.....	1	.....	.....	.....	1	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	2	.....	
Columbia.....	52	38	45	39	93	98	63	74	55	63	323	103	92	40	82	79	116	141	74	75	64	73	69	37	1128	860	
Tokelo.....	13	15	18	12	31	41	27	41	6	21	15	27	20	25	37	45	48	44	40	29	37	38	20	3	315	373	
Detroit.....	7	.....	.....	.....	4	.....	14	24	6	19	16	30	17	25	25	15	23	24	22	10	22	10	3	6	159	176	
Sandusky.....	3	2	10	.....	5	.....	3	13	1	5	3	.....	.....	.....	6	.....	13	6	7	.....	.....	7	7	5	73	32	
Bellefontaine.....	.....	6	.....	.....	.....	.....	.....	18	.....	20	.....	3	.....	8	.....	13	.....	.....	.....	.....	.....	.....	.....	.....	.....	113	.....
Springfield, Ohio.....	15	.....	13	4	15	18	11	5	7	2	8	9	12	3	23	1	17	4	35	6	10	2	10	1	176	55	
Urbana.....	4	.....	4	.....	.....	.....	3	.....	4	.....	3	.....	2	.....	11	.....	6	.....	5	.....	.....	.....	6	.....	42	.....	
Piqua.....	8	.....	.....	.....	10	.....	2	.....	.....	.....	.....	.....	4	.....	6	.....	7	.....	1	.....	5	.....	.....	.....	54	.....	
Dayton.....	38	40	33	51	72	107	38	101	58	85	54	65	42	45	69	74	84	105	64	57	26	81	39	30	623	847	
Richmond.....	12	9	.....	.....	21	.....	2	.....	21	.....	9	.....	11	.....	16	.....	34	33	33	.....	.....	5	.....	.....	180	.....	
Indianapolis.....	53	29	74	28	95	58	61	58	72	61	64	47	62	43	95	66	95	63	85	60	77	42	57	20	890	575	
Terre Haute.....	11	17	8	18	14	35	8	.....	22	5	7	10	7	.....	7	32	12	21	10	25	7	5	7	8	107	206	
Alton.....	6	.....	.....	.....	1	.....	.....	8	.....	2	.....	3	.....	.....	1	11	.....	10	.....	4	.....	5	.....	1	4	66	.....
St. Louis.....	234	103	257	218	249	422	501	224	200	191	232	186	278	132	354	349	120	422	312	265	250	179	183	104	2870	2795	
Cincinnati.....	330	212	485	425	620	840	504	385	452	361	427	425	575	325	686	828	508	869	506	645	381	401	347	254	5821	5951	
Lexington.....	5	.....	.....	.....	37	.....	.....	8	.....	2	.....	.....	.....	6	.....	29	.....	49	.....	13	.....	6	.....	8	177	.....	
Louisville.....	88	36	126	50	134	82	60	31	72	30	93	34	87	31	104	127	49	119	71	102	48	71	66	30	998	743	
Vincennes.....	1	.....	2	.....	4	.....	.....	7	.....	5	.....	.....	.....	5	.....	5	.....	8	.....	4	.....	.....	.....	.....	32	48	
Evansville.....	3	.....	23	.....	16	.....	8	15	1	5	12	1	16	9	37	20	15	10	7	9	9	4	6	1	164	74	
Cairo.....	14	9	40	26	37	62	9	22	9	7	14	4	35	12	48	65	21	60	14	28	10	35	11	7	262	337	
Peru.....	.....	.....	.....	.....	.....	.....	.....	8	.....	.....	.....	.....	.....	3	.....	2	.....	.....	.....	.....	.....	.....	.....	.....	.....	17	.....
Logansport.....	.....	.....	.....	.....	.....	.....	.....	2	.....	.....	.....	.....	.....	1	.....	5	.....	2	.....	4	.....	.....	.....	.....	.....	23	.....
La Fayette.....	13	2	18	7	24	.....	5	24	8	16	6	6	11	5	26	26	14	25	30	24	10	9	1	3	166	164	
Decatur.....	7	3	9	.....	7	.....	6	19	16	7	23	9	5	2	7	8	9	3	4	.....	.....	.....	.....	.....	.....	103	78
Springfield, Ill.....	12	13	18	12	9	9	5	5	9	9	4	.....	.....	3	2	20	9	10	29	11	12	11	15	7	174	162	
Jacksonville.....	7	2	3	3	1	.....	.....	5	.....	3	.....	.....	.....	2	14	5	.....	10	11	5	10	4	6	.....	86	54	
Naples.....	1	1	1	.....	1	.....	2	3	.....	.....	.....	.....	.....	4	1	4	4	4	4	2	4	4	1	1	29	25	
Milwaukee.....	1	10	1	10	9	12	27	26	40	35	68	39	10	11	34	26	27	20	27	13	92	21	20	13	286	236	



Station	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48	49	50	51	52	53	54	55	56	57	58	59	60	61	62	63	64	65	66	67	68	69	70	71	72	73	74	75	76	77	78	79	80	81	82	83	84	85	86	87	88	89	90	91	92	93	94	95	96	97	98	99	100	101	102	103	104	105	106	107	108	109	110	111	112	113	114	115	116	117	118	119	120	121	122	123	124	125	126	127	128	129	130	131	132	133	134	135	136	137	138	139	140	141	142	143	144	145	146	147	148	149	150	151	152	153	154	155	156	157	158	159	160	161	162	163	164	165	166	167	168	169	170	171	172	173	174	175	176	177	178	179	180	181	182	183	184	185	186	187	188	189	190	191	192	193	194	195	196	197	198	199	200	201	202	203	204	205	206	207	208	209	210	211	212	213	214	215	216	217	218	219	220	221	222	223	224	225	226	227	228	229	230	231	232	233	234	235	236	237	238	239	240	241	242	243	244	245	246	247	248	249	250	251	252	253	254	255	256	257	258	259	260	261	262	263	264	265	266	267	268	269	270	271	272	273	274	275	276	277	278	279	280	281	282	283	284	285	286	287	288	289	290	291	292	293	294	295	296	297	298	299	300	301	302	303	304	305	306	307	308	309	310	311	312	313	314	315	316	317	318	319	320	321	322	323	324	325	326	327	328	329	330	331	332	333	334	335	336	337	338	339	340	341	342	343	344	345	346	347	348	349	350	351	352	353	354	355	356	357	358	359	360	361	362	363	364	365	366	367	368	369	370	371	372	373	374	375	376	377	378	379	380	381	382	383	384	385	386	387	388	389	390	391	392	393	394	395	396	397	398	399	400	401	402	403	404	405	406	407	408	409	410	411	412	413	414	415	416	417	418	419	420	421	422	423	424	425	426	427	428	429	430	431	432	433	434	435	436	437	438	439	440	441	442	443	444	445	446	447	448	449	450	451	452	453	454	455	456	457	458	459	460	461	462	463	464	465	466	467	468	469	470	471	472	473	474	475	476	477	478	479	480	481	482	483	484	485	486	487	488	489	490	491	492	493	494	495	496	497	498	499	500	501	502	503	504	505	506	507	508	509	510	511	512	513	514	515	516	517	518	519	520	521	522	523	524	525	526	527	528	529	530	531	532	533	534	535	536	537	538	539	540	541	542	543	544	545	546	547	548	549	550	551	552	553	554	555	556	557	558	559	560	561	562	563	564	565	566	567	568	569	570	571	572	573	574	575	576	577	578	579	580	581	582	583	584	585	586	587	588	589	590	591	592	593	594	595	596	597	598	599	600	601	602	603	604	605	606	607	608	609	610	611	612	613	614	615	616	617	618	619	620	621	622	623	624	625	626	627	628	629	630	631	632	633	634	635	636	637	638	639	640	641	642	643	644	645	646	647	648	649	650	651	652	653	654	655	656	657	658	659	660	661	662	663	664	665	666	667	668	669	670	671	672	673	674	675	676	677	678	679	680	681	682	683	684	685	686	687	688	689	690	691	692	693	694	695	696	697	698	699	700	701	702	703	704	705	706	707	708	709	710	711	712	713	714	715	716	717	718	719	720	721	722	723	724	725	726	727	728	729	730	731	732	733	734	735	736	737	738	739	740	741	742	743	744	745	746	747	748	749	750	751	752	753	754	755	756	757	758	759	760	761	762	763	764	765	766	767	768	769	770	771	772	773	774	775	776	777	778	779	780	781	782	783	784	785	786	787	788	789	790	791	792	793	794	795	796	797	798	799	800	801	802	803	804	805	806	807	808	809	810	811	812	813	814	815	816	817	818	819	820	821	822	823	824	825	826	827	828	829	830	831	832	833	834	835	836	837	838	839	840	841	842	843	844	845	846	847	848	849	850	851	852	853	854	855	856	857	858	859	860	861	862	863	864	865	866	867	868	869	870	871	872	873	874	875	876	877	878	879	880	881	882	883	884	885	886	887	888	889	890	891	892	893	894	895	896	897	898	899	900	901	902	903	904	905	906	907	908	909	910	911	912	913	914	915	916	917	918	919	920	921	922	923	924	925	926	927	928	929	930	931	932	933	934	935	936	937	938	939	940	941	942	943	944	945	946	947	948	949	950	951	952	953	954	955	956	957	958	959	960	961	962	963	964	965	966	967	968	969	970	971	972	973	974	975	976	977	978	979	980	981	982	983	984	985	986	987	988	989	990	991	992	993	994	995	996	997	998	999	1000	1001	1002	1003	1004	1005	1006	1007	1008	1009	1010	1011	1012	1013	1014	1015	1016	1017	1018	1019	1020	1021	1022	1023	1024	1025	1026	1027	1028	1029	1030	1031	1032	1033	1034	1035	1036	1037	1038	1039	1040	1041	1042	1043	1044	1045	1046	1047	1048	1049	1050	1051	1052	1053	1054	1055	1056	1057	1058	1059	1060	1061	1062	1063	1064	1065	1066	1067	1068	1069	1070	1071	1072	1073	1074	1075	1076	1077	1078	1079	1080	1081	1082	1083	1084	1085	1086	1087	1088	1089	1090	1091	1092	1093	1094	1095	1096	1097	1098	1099	1100	1101	1102	1103	1104	1105	1106	1107	1108	1109	1110	1111	1112	1113	1114	1115	1116	1117	1118	1119	1120	1121	1122	1123	1124	1125	1126	1127	1128	1129	1130	1131	1132	1133	1134	1135	1136	1137	1138	1139	1140	1141	1142	1143	1144	1145	1146	1147	1148	1149	1150	1151	1152	1153	1154	1155	1156	1157	1158	1159	1160	1161	1162	1163	1164	1165	1166	1167	1168	1169	1170	1171	1172	1173	1174	1175	1176	1177	1178	1179	1180	1181	1182	1183	1184	1185	1186	1187	1188	1189	1190	1191	1192	1193	1194	1195	1196	1197	1198	1199	1200	1201	1202	1203	1204	1205	1206	1207	1208	1209	1210	1211	1212	1213	1214	1215	1216	1217	1218	1219	1220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## ANNUAL REPORT, 1859.

## ACCOUNTING DEPARTMENT—STATEMENT No. 12.

*Freight Earnings of the Pennsylvania Railroad for the year 1859.*

	TOTAL.
From Philadelphia to Pittsburg.....	\$884,262 71
Philadelphia to Way Stations.....	165,866 61
Way Stations to Philadelphia.....	713,661 35
Pittsburg to Philadelphia.....	794,157 43
Pittsburg to Baltimore.....	70,188 84
Pittsburg to Way Stations.....	129,934 78
Way Stations to Pittsburg.....	339,093 57
Baltimore to Pittsburg.....	54,872 38
Local—Eastward.....	204,719 24
Westward.....	64,973 38
	\$3,421,730 29
From Tolls on Freight in Cars of Individuals.....	229,882 20
From Harrisburg and Lancaster Railroad Company, for motive power.....	4,498 66
Total Freight Earnings.....	\$3,656,111 15

*Information from Record Books Accounting Department.*

Tons of through freight, East.....	129,767	Tons in cars of individuals, Har. & Lan. R. R. local, West.....	8,710
Tons of through freight, West.....	103,839		
Tons of local freight, East.....	350,374	Total tons moved in cars of ind'ls....	415,886
Tons of local freight, West.....	170,374		
Total tons moved in Penn. R. R. Cars,	754,354	Mileage in cars of individuals, Penn. R. R., East.....	2,457,652
Mileage of through freight, East.....	46,456,521	Mileage in cars of individuals, Penn. R. R. West.....	1,993,148
Mileage of through freight, West.....	37,174,188	Mileage in cars of individuals, Phila. Div., East.....	3,482,572
Mileage of local freight, East.....	63,027,757	Mileage in cars of individuals, Phila. Div., West.....	1,355,496
Mileage of local freight, West.....	23,596,567	Mileage in cars of individuals, Har. & Lan. R. R., East.....	484,048
Total mileage in Penn. R. R. Cars,...	170,255,033	Mileage in cars of individuals, Har. & Lan. R. R., West.....	305,190
Tons in cars of individuals, Penn. R. R. proper, East.....	99,761	Total mileage in cars of individuals,	10,078,167
Tons in cars of individuals, Penn. R. R. proper, West.....	125,204	Tons subject to State tax in Co's cars, Individuals.....	430,107
Tons in cars of individuals, Philad'a Div., East.....	82,547	Mileage of taxed tonnage in Penn. R. R. Co's cars.....	87,485,400
Tons in cars of individuals, Philad'a Div., West.....	55,764	Mileage of taxed ton. in cars of ind'ls, State tax on freight in Pa. R. R. cars,	596,092
Tons in cars of individuals, Har. & Lan. R. R. through, East.....	8,322	State tax on freight in ind'l cars ....	\$262,456 22
Tons in cars of individuals, Har. & Lan. R. R. through, West.....	6,094		\$1,788 29
Tons in cars of individuals, Har. & Lan. R. R. local, East.....	29,484		





*General Exhibit of Freight in Dollars sent from each State*

FROM	TO	Philadelphia.	Hestonville.	City Avenue.	Athensville.	Haverford.	White Hall.	Villa Nova.	Morgan's Corner.	Eagle.	Almyra.	Reeseville.	Paoli.	Green Tree.	Intersection West Chester.	West Chester.	Garret Siding.	Steamboat.	Oakland.	Downingtown.	Gallagherville.	Thorndale.	Caln.	Coatesville.	Midway.	Chandler's.	Parkesburg.	Penningtonville.	Christiana.	Gap.	Kinzer's.	Leaman Place.	Continuing.	
Philadelphia.....		22 00	1 50	90	12 25	2 05	81 72	2 39	180 09	180 14	24 08	25	57 78	29 26	164 86	1959 50	1 61	20 21	4 06	2045 16	50	50 49	517 45	5152 03	29 04	31	517 93	536 92	395 91	1174 60	23 79	818 3	60	
West Philad'a.....		595 67													17 85	13 62																		
Athensville.....		50																																
White Hall.....		1 47																																
Morgan's Corner.....		25 75																																
Eagle.....		9 76																																
Paoli.....		6 46																																
West Ches. Int.....		469 72	14 40				6 50									28 77								50			75	97						
West Chester.....		356 35	2 19	81			87		1 29	1 30			4 97		23 15					50				3 49			7 19	1 78	26 25	9 24		2 3		
Steamboat.....		21 38																																
Int. Ches. V. R.R.....		1 50																																
Downingtown.....		2291 97					18 51			4 96						13 06				101 00				9 84	4 00		2 78	19 51	1 58	1 80		3 6	2	
Thorndale.....		124 57																																
Caln.....		4 51																																
Coatesville.....		7059 23													5 07	5 53				1 90				221 60			1 44	1 43	8 57	4 43		3 0		
Parkesburg.....		1255 28														15 15								25				37			25		2	
Penningtonville.....		1499 53														2 82				96				10 48			50			50				
Christiana.....		1408 21													1 44	5 55				1 52				1 25			25			50				
Gap.....		5578 56							18 00															2 65			25							
Kinzer's.....		4 60																																
Leaman Place.....		7058 91	10 66							7 40					56 52	25				14 66				25			25	50						
Gordonville.....		1477 35																						25			50							
Bird-in-hand.....		4732 56					2 50									75	8 36			39				4 79				68	25					
Lancaster.....		8586 73					1 08		21 23						25 35	11 12		1 17		70 96		25 09		91 54			5 67	25 54	19 51	63 66	2 35	83 2	45	
Salunga.....		861 02																																
Mount Joy.....		1963 38																		10 50														
Elizabethown.....		551 81																																
Columbia.....		6850 17	79 48												229 67	861 15				1493 40	33 57	25		3079 29			363 49	648 28	386 84	1839 32	25	1166 3	60	
Wrightsville.....		1286 88	14 40				16 36						54			52 83				52 83				22 19			35 41	20 00		33 55				
Wrightsv. York & G.R.R.....		692 65					24 40									30																		
Marietta.....		439 18					27 97								68 72	40 92				121 26				275 46			35 40	53 31	11 57	11 83		137 4	30	
Middletown.....		735 96														25 06								18 60										
Harrisburg.....		6675 90					1 11		3 51	75					12 12	2 26				63 02				455 08			25 51	58 98	80	17 53		16 4		
Baltimore.....																																		
North Cent. R.R.....		601 57																																
Cove.....																																		
Duncannon.....		2981 22																		1 38				8 42			3 73	2 24	56	2 64		6 6		
Bailey's.....																																		
Newport.....		4644 17														2 92				4 26				37							36			
Millerstown.....		2968 77														49				9 24				316 34			76			18 80				
Thompsontown.....		790 26																2 60		10 64				85 00										
Perrysville.....		8748 96																		33 94														
Mifflin.....		3156 79																		72 29				16 15						7 59		1 8		
Lewistown.....		22353 04							26 60										27 50		135 75				1179 69			274 20		4 55			6 8	
McVeytown.....		1446 57							28 26											23 32														
Newton Hamilton.....		1212 96														78																		
Mount Union.....		5985 14																		14 76				75					1 02					
Mapleton.....		3933 56					26 75																	42 30							37 75			
Mill Creek.....		2564 30																																
Huntingdon.....		63468 22								19 35					24 29	260 96				6075 41				2621 49			87 07	23 33	19 46	169 44		78 6		
Petersburg.....		6772 73																						11 35	319 67									
Spruce Creek.....		3185 48																		4 54														
Tyrone.....		5295 44	80 25		53 50		267 50			374 50					82 03	266 40			26 75	584 73				630 57					26 75	137 31	26 75			
Tipton.....		6602 80	267 50							187 25					535 00	1603 17			53 50	900 15				29 28			26 75	108 93	294 99	161 09				
Postoria.....		17 98													133 75																			
Bell's Mills.....		290 68																										53 50						
Altoona.....		1440 31																		1 26							1 00	3 87						
Duncansville.....		3167 94																																
Holidaysburg.....		4882 22											70																					
Kittanning Point.....																																		
Gallitzin.....		4649 49																						1494 75				52 60						
Cresson.....		6077 45																																
Lilly's.....		62 80																																
Wilmore.....		22168 57																																
Johnstown.....		7210 39																																
Nineveh.....		2306 18																																
Florence.....		564 20																																
Lockport.....		3945 63																																
Bolivar.....		18 66																																
Blairsville Int.....		76 32																																
Blairsville.....		6714 49																																



in each Section to each Station the <sup>1</sup><sub>2</sub> Pennsylvania Railroad.

356	67	2278	72	27210	81	82	9432	57	3503	74	2197	30	5	63	446	56	4	99	30	06	7	18	23	26	342	26	934	94	345	43	900	74	30	104	196	48	102972	67	2061	41	48	35	11203	52	182	63	8430	04	2657	93	422	75	5281	45	4223	76	22343	09
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## General Exhibit of Freight in Dollars sent from each station

FROM	TO	McVeytown.	Manayunk.	Newton Hamilton.	Mount Union.	Mapleton.	Mill Creek.	Huntingdon.	Petersburg.	Barre.	Spruce Creek.	Birmingham.	Tyrone.	Tipton.	Fostoria.	Bell's Mills.	Blair Furnace.	Altoona.	Duncansville.	Hollidaysburg.	Kittanning Point.	Gallitzin.	Cresson.	Lilly's.	Portage.	Wilmore.	Summerhill.	Mineral Point.	Conemaugh.	Johnstown.
Philadelphia.....		560 83	2 09	465 25	3653 10	443 81	828 30	8531 25	2037 35		4084 56	72 99	15259 97	2207 43	123 14	476 82	177 38	7442 54	1320 63	7815 12		283 94	1354 78	19 16	6 22	3250 79	28 95	90 101	76	14414 8
West Philadelphia.....																														
Athensville.....																														
White Hall.....																														
Morgan's Corner.....																														
Eagle.....																														
Paoli.....																														
West Chester Int.....																														
West Chester.....		53				35					1 71		1 12	22 27																7 7
Steamboat.....																														
Int. Ches. V. R. R.....																														
Downingtown.....																		9 32												111 8
Thorndale.....																														
Calm.....																														
Coatesville.....		50			7 84			1 43	8 94		7 57		59 09							30 37										
Parkeburg.....											20 43																			
Penningtonville.....																														
Christiana.....																		23 21												
Gap.....					9 53													1 10		75										
Kinzer's.....																														
Leaman Place.....																														
Gordonville.....							57																							
Bird-in-Hand.....							12 18							2 41																
Lancaster.....		27 00			1 92	67 38	15 90	62 56	36 04		47 64		42 76	15 31				31 02	3 40	73 48		27 50	4 28			14 55				5016 09
Salunga.....																														
Mount Joy.....													2 40							15 00										
Elizabethtown.....																														
Columbia.....		88		1 83	83 97		50	7 97	59 93		673 81		339 34	135 19				7 29	4 90	33 60						28 77				838 76
Wrightsville.....					86 50			11 83			8 28		6 33	65 79				13 98		8 80										76
Wrightsv. York & G. R. R.....																														
Marietta.....								1 05					10 61																	
Middletown.....			18 92				95						51					2 28							5 37					
Harrisburg.....		51 64		10 50	34 37	9 23	17 44	425 31	107 14		389 99		1171 63	96 39	57	28 50		1056 97	27 83	303 86		1 57	35 13			38 85				1811 4
Baltimore.....		13 46		30 84	26 4	24 10	14 04	614 18	25 24		151 96		999 52	157 14		2 73		336 92	37 18	735 07		41 41	22 76	71 72		274 52		34 34		919 61
North. Cent. R. R.....																														
Cove.....								3 25																						
Duncannon.....		7 27		12 36	51 01	20 34	39 22	133 35	47 15		23 57		3 60	7 01				14 97		12 34				28 52		5 72				2 97
Bailey's.....																														
Newport.....		2 14		8 19		51		16 97			16 04		5 56					36 52		24 29										
Millerstown.....		10 66		25				3 07			68		17 22					3 76		1 69										
Thompsonstown.....							2 86																							
Perryville.....		4 35			2 40			4 19			26		2 00	4 20		1 50		4 56		48						9 19				4 22
Mifflin.....		2 81		74	22 03			3 82	13 95		3 06		2 00	4 20		1 50		39 79		3 36				92	41					
Lewistown.....		46 81		14 47	33 83	3 38	26 77	47 74	8 14		16 74		527 95	17 93	13 46	44 71		212 77	1 34	52 39			6 23			69 70				82 74
McVeyton.....				3 00	4 75	50	75	2 49	1 88		10 57		1 06	54				6 72	3 12				5 89			1 02				16 92
Newton Hamilton.....		2 25			3 50	6 28	1 75	3 09	25				6 70	17 43		19 25		28 60		40 19			99 84							1 00
Mount Union.....		1 25		3 75	40 69	2 75	49 06	20 29			8 98		31 63	28 66	58	2 23		76 85	15 22	55 09			4 56			2 46				178 68
Mapleton.....		50		2 25	6 25	3 27	10 20	1 90			1 00		1 15	12 49				413 37												
Mill Creek.....		5 00		1 25	4 47	6 39		9 06	6 57		4 10		7 78	12 48		5 41		336 88		25						2 82				148 72
Huntingdon.....		46 12		5 75	97 64	57 14	128 63	92 33			150 07	25	101 03	40 23	2 53	23 81		66 10	5 92	34 78		96 45	28 53	39		22 03				678 52
Peter-burg.....		1 25		1 00	9 29	1 00	3 00	66 21			8 00	84	172 46	12 64	3 80	53 90		203 00	116 15	25 19		5 21	12 06			23 76				63 58
Spruce Creek.....		78		7 79	25	75	161 91	2 75	8 15		17 45	132 13	29 66	3 79	55 80	4 85		159 52	4 19	24 95		13 33	3 85	6 64	25	83 41		90		81 58
Tyrone.....		22 17		1 80	7 47	10 61	17 94	60 42	27 89	6 33	27 10	1 00	75 28	3 24	50	1 91		65 27	19 23	57 49		3 53	11 24	6 56		39 27				11 90
Tipton.....				17 60	6 65	2 50	82	90 33	79 62	3 85	72 65		26 23		1 25	9 32		218 39	10 27	41 60				11 67		25				28 80
Fostoria.....							25	9 00			6 16		1 25	25				43 63		38 46		2 25								2 20
Bell's Mills.....		34 25			124 93	50 40	1 02	194 46	147 26		110 19		13 70	8 85	5 51			282 69	17 75	239 12		1 15				7 91				209 65
Altoona.....		2 67		2 31	4 94		2 65	150 88	419 53		23 49	25	98 43	12 13	5 00	32 70		204 68	7 15	75 16	7 72	37 09	19 16	24 37	5 79	33 96		5 33		2007 22
Duncansville.....		69		1 07				10 89	12 97	1 80	99 61		75 28	3 24	50	1 91		47 17		25		70 81	4 75	99		52 01		3 35		899 57
Hollidaysburg.....		2 83		7 56	9 48	1 19	1 12	63 79	20 98		13 04		105 17	92 51	13 83	111 14		508 52	27 25			173 23	82 57	41 24	7 69	179 66	4 30		7 78	11941 83
Kittanning Point.....											14 66							13 50												
Gallitzin.....					41 92	21 92		53 22	96	8 10	7 65	7 83	6 13	38 94		5 13		258 81		351 85	3 25	26 20	28 46	2 85	36	3 00	5 75		63	53 19
Cresson's.....								17 66	75		2 40		13 13	60				204 68		50	229 03		8 46		6 60	3 08	52 16		1 17	212 60
Lilly's.....								9 43	24 38		106 94	43 23	568 13	4 35		36 34		762 70	30 53	209 61		6 21	14 85			39 25				25
Wilmore.....		72						7 36	13 38		16 39		1 95					160 25	8 93	211 26		7 56	28 35	38 00	19 79		37 73		72	510 04
Johnstown.....		1 20		1 21		1 23	1 68	294 99	1 93		92 73		113 22			21 54		104 25	69 18	253 42		37 00	116 41	11 79	4 68	344 99	83 02		25	
Nineveh.....		4 70					36				16 52		1 66					2 16		25	90					25	30		4 19	65 82
Florence.....						5 71		81			34		24 80	1 80				8 06		50						25				



ENT-STATEMENT No. 13.—*Continued.*

*Station to each Station on the Pennsylvania Railroad.*

[illegible]





## ANNUAL REPORT, 1859.

## ACCOUNTING DEPARTMENT—STATEMENT No. 15.

*Report of Through Tonnage of Articles sent from and received at Philadelphia and Pittsburg, in Cars of Pennsylvania Railroad Company, during the year 1859.*

LIST OF ARTICLES.	FROM PITTSBURG	FROM PHILADELPHIA
	TO PHILADELPHIA.	TO PITTSBURG.
Agricultural Implements.....	193,508	225,592
Agricultural Productions.....	1,629,361	1,898,887
Boots, Shoes, Hats, &c.....	4,675	8,615,496
Books and Stationery.....	393,344	2,476,417
Butter and Eggs.....	6,457,506	.....
Brown Sheetings and Bagging.....	64,279	8,278,049
Bark and Sumac.....	3,555	160,771
Cedarware.....	28,141	105,073
Confectionery and Foreign Fruits.....	835	3,580,979
Coffee.....	.....	10,015,235
Cotton.....	17,897,569	.....
Coal.....	927,005	.....
Copper, Tin and Lead.....	1,632,104	2,076,608
Dry Goods.....	502,503	57,297,796
Drugs, Medicines and Dye Stuffs.....	738,491	9,413,469
Earthenware.....	194,656	145,300
Fresh Meats, Poultry and Fish.....	454,443	.....
Flour.....	64,642,265	864,655
Feathers, Furs and Skins.....	.....	.....
Furniture and Oil Cloth.....	488,095	2,453,364
Glass and Glassware.....	2,555,716	1,191,785
Green and Dried Fruits.....	245,991	214,465
Grass and other Seeds.....	1,928,233	276,456
Grain, of all kinds.....	14,550,235	2,020,335
Groceries, (except Coffee,).....	1,424,105	19,286,909
Ginseng.....	122,134	.....
Guano, Bones, &c.....	258,595	172,159
Hardware.....	528,972	10,890,368
Hides and Hair.....	2,674,210	203,482
Hemp and Cordage.....	785,484	1,926,499
Iron, rolled, hammered, &c.....	176,217	1,220,102
Iron, Blooms and Pig.....	16,913	14,250
Iron, Railroad.....	.....	4,462,895
Live Stock.....	65,103,756	42,400
Leather.....	1,703,631	3,617,383
Lard, Lard Oil and Tallow.....	10,486,567	.....
Lumber and Timber.....	568,989	.....
Machinery and Castings.....	838,195	4,763,265
Marble and Cement.....	374,683	2,499,250
Malt and Malt Liquors.....	1,166,124	174,185
Nails and Spikes.....	.....	272,073
Oil, (coal,).....	448,860	2,692,272
Oysters.....	.....	369,001
Paper and Rags.....	2,453,070	2,849,384
Pot, Pearl and Soda Ash.....	655,247	17,228,845
Queensware.....	205,116	5,024,940
Salt.....	.....	1,284,325
Salt Meats and Fish.....	31,199,251	5,276,160
Soap and Candles.....	1,404,535	363,689
Tobacco.....	4,192,776	3,659,796
Tar, Pitch and Rosin.....	.....	1,037,648
Wines and Liquors, (foreign,).....	.....	4,621,154
Whisky and Alcohol.....	11,990,226	353,005
Wool and Woolen Yarn.....	4,946,520	378,436
Miscellaneous.....	276,955	1,137,422
Total during year. Pounds.....	259,533,638	207,677,029

## ANNUAL REPORT, 1859.

## ACCOUNTING DEPARTMENT—STATEMENT No. 15—Continued.

*Report of Way Tonnage of Articles sent from and received at Pittsburg and Philadelphia, in Cars of Pennsylvania Railroad Company, during the year 1859.*

LIST OF ARTICLES.	PITTSBURG.		PHILADELPHIA:	
	FORWARDED	RECEIVED	FORWARDED	RECEIVED
	TO Way Stations.	FROM Way Stations.	TO Way Stations.	FROM Way Stations.
Agricultural Implements.....	521,065	176,554	136,596	59,219
Agricultural Productions.....	763,213	108,970	339,896	1,119,850
Boots, Shoes, Hats, &c.....	57,009	2,319	895,870	.....
Books and Stationery.....	55,532	20,355	187,645	5,216
Butter and Eggs.....	26,943	69,605	.....	3,709,102
Brown Sheetings and Bagging.....	55,536	20,703	596,433	272,501
Bark and Sumac.....	15,918	10,172,115	81,756	1,495,595
Cedarware.....	80,775	3,614	111,922	2,826
Confectionery and Foreign Fruits.....	101,521	4,333	849,715	.....
Coffee.....	304,824	.....	1,962,913	.....
Cotton.....	187,535	.....	477,605	.....
Cotton Waste.....	.....	.....	.....	59,650
Coal.....	59,600	18,914,235	1,875	218,755,243
Copper, Tin and Lead.....	254,606	68,102	959,755	21,174
Dry Goods.....	630,656	912,113	4,730,503	572,172
Drugs, Medicines and Dye Stuffs.....	803,502	50,033	1,580,275	171,789
Earthenware.....	173,579	24,317	12,800	2,284
Fresh Meats, Poultry and Fish.....	16,380	24,549	26,573	640,423
Flour.....	16,768,848	558,601	644,633	14,282,096
Feaders, Furs and Skins.....	39,502	.....	.....	4,965
Furniture and Oil Cloth.....	411,426	285,245	786,029	307,736
Glass and Glassware.....	686,116	97,345	505,667	24,684
Green and Dried Fruits.....	171,988	36,783	36,494	213,877
Grass and other Seeds.....	30,058	96,984	21,622	1,659,129
Grain, of all kinds.....	3,850,560	2,024,022	635,466	14,092,288
Groceries, (except Coffee,).....	3,268,668	121,471	10,614,437	266,745
Stone, Sand, Fire Brick and Clay.....	.....	2,145,383	.....	.....
Bones, Phosp. of Lime.....	2,910	3,648,270	147,362	.....
Hardware.....	647,022	559,402	2,393,821	836,761
Hides and Hair.....	1,098,793	87,895	2,308,518	39,142
Hemp and Cordage.....	248,737	17,100	526,754	10,069
Iron, rolled, hammered, &c.....	2,580,907	4,788,460	1,222,283	3,861,016
Iron, Blooms and Pig.....	5,300,589	116,407,247	2,500,029	3,760,246
Iron, Railroad.....	1,157,965	38,931,735	1,103,324	158,596
Live Stock.....	7,632,050	183,402	38,870	25,726,814
Leather.....	149,092	223,036	332,357	3,133,574
Lard, Lard Oil and Tallow.....	213,119	40,400	528,673	188,447
Lumber and Timber.....	4,635,899	5,697,754	517,739	48,301,292
Machinery and Castings.....	737,954	771,526	2,339,870	505,317
Marble and Cement.....	224,491	2,677,437	2,310,886	350,342
Malt and Malt Liquors.....	701,851	11,108	247,821	21,854
Nails and Spikes.....	981,424	212	317,655	1,239,679
Nickel Ore.....	.....	.....	.....	181,800
Oil.....	241,047	28,675	270,255	.....
Iron Ore.....	3,292,011	6,973,707	.....	.....
Oysters.....	.....	.....	73,530	.....
Paper and Rags.....	691,044	725,904	947,044	1,103,580
Pot, Pearl and Soda Ash.....	228,648	108,539	486,505	105,441
Queensware.....	53,815	2,410	950,182	.....
Salt.....	409,412	.....	1,644,863	.....
Salt Meats and Fish.....	2,419,167	79,210	2,937,387	160,574
Soap and Candles.....	478,033	331	136,957	23,656
Tobacco.....	519,828	14,885	938,595	429,319
Tar, Pitch and Rosin.....	49,345	14,150	201,027	.....
Wines and Liquors, (foreign,).....	143,200	25,642	1,095,491	.....
Whisky and Alcohol.....	3,447,703	1,388,695	.....	2,197,451
Wool and Woolen Yarn.....	129,501	25,523	392,438	244,362
Miscellaneous.....	713,888	467,936	258,428	156,834
Total during year. Pounds....	68,355,175	219,848,191	53,277,329	355,504,730

## ANNUAL REPORT, 1859.

## ACCOUNTING DEPARTMENT—STATEMENT No. 16.

*Report of Tonnage of Articles sent from and received at Philadelphia in Cars of Individual Transporters during the year 1859, (Philadelphia Division.)*

LIST OF ARTICLES.	PHILADELPHIA TO WAY STATIONS.	WAY STATIONS TO PHILADELPHIA.
Agricultural Implements.....	373,600	32,350
Agricultural Productions.....	1,864,500	114,300
Boots, Shoes, Hats, &c.....	66,000	.....
Books and Stationery.....	18,900	.....
Butter and Eggs.....	.....	941,205
Brown Sheetings and Bagging.....	.....	49,100
Bark and Sumac.....	61,400	.....
Bones.....	.....	293,700
Cedarware.....	52,300	.....
Confectionery and Foreign Fruits.....	473,100	.....
Coffee.....	2,901,900	.....
Cotton.....	2,957,500	.....
Coal.....	50,275,900	98,600
Copper, Tin and Lead.....	218,700	71,300
Dry Goods.....	3,113,200	1,232,012
Drugs, Medicines and Dye Stuffs.....	540,700	72,300
Fresh Meats, Poultry and Fish.....	.....	603,740
Flour.....	22,220	25,114,368
Feathers, Furs and Skins.....	.....	28,700
Furniture and Oil Cloth.....	376,100	219,209
Glass and Glassware.....	171,100	7,500
Green and Dried Fruits.....	5,800	43,200
Grass and other Seeds.....	3,900	200,202
Grain, of all kinds.....	162,700	33,349,446
Groceries, (except Coffee).....	19,191,600	87,053
Guano.....	310,800	.....
Hardware.....	1,829,000	239,150
Hides and Hair.....	376,300	41,902
Hemp and Cordage.....	103,900	17,569
Iron, rolled, hammered, &c.....	5,099,800	3,000,470
Iron, Blooms and Pig.....	2,077,900	1,412,242
Live Stock.....	695,600	8,004,690
Leather.....	199,600	318,377
Lard, Lard Oil and Tallow.....	.....	152,005
Lime and Plaster.....	.....	1,144,830
Lumber and Timber.....	460,700	9,590,153
Machinery and Castings.....	1,663,800	81,309
Marble and Cement.....	2,124,900	467,067
Malt and Malt Liquors.....	829,800	1,400
Merchandise.....	.....	289,741
Nails and Spikes.....	157,900	109,960
Oil.....	367,100	.....
Oysters.....	368,700	.....
Paper and Rags.....	2,155,200	567,094
Pot, Pearl and Soda Ash.....	222,500	1,617,060
Sand.....	6,349,700	.....
Queensware.....	383,400	.....
Salt.....	5,644,800	.....
Salt Meats and Fish.....	3,359,500	34,666
Soap and Candles.....	6,200	190
Straw Boards.....	.....	141,460
Tobacco.....	109,400	384,360
Tar, Pitch and Rosin.....	451,300	.....
Wines and Liquors, (foreign).....	200,480	.....
Whisky and Alcohol.....	669,700	5,940,116
Wool and Woollen Yarn.....	34,000	14,256
Miscellaneous.....	1,363,700	219,534
Total during year. Pounds.....	120,455,700	96,948,177

## ANNUAL REPORT, 1859.

## ACCOUNTING DEPARTMENT—STATEMENT No. 17.

*Report of Tonnage of Articles forwarded from Stations on Pennsylvania Railroad, in Cars of Individuals, for the year 1859, (exclusive of Philadelphia Division.)*

STATIONS.	Merchandise.	Marketing.	Figs & Blooms.	Iron Ore and Cinders.	Fire Clay and Stone.	Coal.	Lumber.	TOTAL.
Harrisburg.....	25,387,217	123,000	.....	.....	.....	.....	.....	25,510,217
Cumberland V. R. R.....	39,694,000	.....	.....	.....	.....	.....	.....	39,694,000
Rockville.....	.....	.....	.....	.....	.....	30,201,052	.....	30,201,052
Marysville.....	53,400	.....	39,300	13,000	64,000	.....	.....	169,700
N. Central Int.....	.....	.....	.....	7,000	80,000	.....	.....	87,000
West End of Bridge.....	233,000	2,300	.....	46,200	142,000	113,100	.....	536,600
Duncannon.....	412,106	10,990	268,781	1,005,836	340,000	.....	.....	2,037,713
Newport.....	25,636	3,000	.....	.....	.....	.....	.....	28,636
Millerstown.....	9,300	11,100	.....	.....	.....	.....	.....	20,400
Perryville.....	800	.....	.....	.....	.....	.....	.....	800
Mifflin.....	137,300	136,800	.....	.....	.....	.....	18,000	292,100
Lewistown.....	52,280	258,600	.....	.....	.....	.....	.....	310,880
McVeytown.....	.....	6,000	.....	.....	.....	.....	.....	6,000
Newton Hamiltou.....	.....	6,362	.....	.....	.....	.....	.....	6,362
Huntingdon.....	14,350	56,805	.....	.....	525,300	.....	800	597,255
Petersburg.....	.....	8,000	.....	.....	.....	.....	.....	8,000
Spruce Creek.....	.....	.....	15,680	84,000	.....	.....	.....	99,680
Tyrone.....	1,000	46,200	.....	.....	.....	.....	1,200	48,400
Blair Furnace.....	17,000	.....	2,434,000	20,534,800	45,200	.....	.....	23,031,000
Altoona.....	57,661	42,464	.....	.....	118,900	132,200	.....	351,225
Allegheny Furnace.....	167,800	.....	1,008,000	.....	.....	.....	.....	1,175,800
Elizabeth Furnace.....	.....	.....	89,600	.....	.....	.....	.....	89,600
Duncansville.....	.....	.....	.....	.....	244,640	.....	.....	244,640
Hollidaysburg.....	231,940	4,156	339,900	17,262,400	.....	11,200	.....	17,849,596
Kittanning Point.....	154,600	.....	.....	.....	.....	3,915,725	88,000	4,158,325
Tunnel.....	50,715	5,900	.....	.....	.....	76,309,300	.....	76,365,915
Gallitzin.....	.....	.....	.....	.....	.....	2,383,000	.....	2,383,000
Lilly's.....	.....	.....	.....	.....	.....	21,741,900	.....	21,741,900
Conemaugh.....	.....	.....	.....	.....	2,560,000	.....	.....	2,560,000
Haw's Siding.....	.....	.....	.....	.....	790,000	.....	.....	790,000
Johnstown.....	.....	.....	.....	.....	52,737	.....	108,000	160,737
Cambria Iron Works.....	.....	.....	2,000	.....	.....	.....	.....	2,000
Florence.....	540	.....	612,400	.....	.....	.....	.....	612,940
Mayer's Siding.....	.....	.....	.....	.....	48,000	4,560,000	.....	4,608,000
Mines.....	.....	.....	.....	.....	.....	1,170,000	.....	1,170,000
Homer's.....	.....	.....	.....	.....	.....	72,000	.....	72,000
Indiana.....	83,565	39,000	.....	.....	30,000	.....	8,000	160,565
Hillside.....	.....	.....	.....	.....	.....	.....	18,000	18,000
Latrobe.....	1,500	.....	.....	.....	.....	.....	.....	1,500
Penn.....	.....	.....	.....	.....	.....	210,000	.....	210,000
Manor.....	.....	.....	.....	.....	.....	2,187,500	.....	2,187,500
Irwin's.....	.....	.....	.....	.....	4,394,500	20,632,700	540,000	25,567,200
Larimer's.....	.....	.....	.....	.....	.....	20,863,800	.....	20,863,800
Spring Hill.....	.....	.....	.....	.....	.....	352,000	.....	352,000
Turtle Creek.....	.....	.....	.....	.....	1,569,600	75,795,500	.....	77,365,100
Braddock's.....	.....	.....	.....	.....	2,404,600	44,336,700	.....	46,741,300
Swissvale.....	.....	.....	.....	.....	.....	24,003,700	.....	24,003,700
Pittsburg.....	.....	.....	.....	700	.....	.....	.....	700
	66,785,710	760,677	4,809,661	38,953,936	12,884,177	329,516,677	782,000	454,492,838

*Statement of Coal forwarded to Pittsburg in Cars of Individuals for the year 1859.*

STATIONS.	WEIGHT.
Manor.....	1,983,000
Irwin's.....	14,708,200
Larimer's.....	20,863,800
Wilksburg.....	144,135,900
Total pounds.....	181,690,900
Tons, 90,845 $\frac{900}{2000}$	



C M H F I C

*General Exhibit of Freight in Pounds sent from each*

M	TO	Miles																														
		Philadelphia.	Hestonville.	City Avenue.	Athensville.	Haverford.	White Hall.	Villa Nova.	Morgan's Corner.	Eagle.	Almyra.	Reeseville.	Paoli.	Green Tree.	West Chester Intersection.	West Chester.	Garret Siding.	Steamboat.	Oakland.	Downtown.	Gallagherville.	Thorndale.	Caln.	Coatesville.	Midway.	Chandler's.	Parkesburg.	Penningtonville.	Christiana.	Gap.	Kinzer's.	Excessive Travel.
Adams.	334.842	1,068	677	21,390	1,955	130,532	3,486	266,623	258,067	30,849	020	72,011	29,956	175,291	1,846,492	1,475	21,129	5,070	2,171,155	145	49,974	573,230	4,780,581	27,964	170	356,829	341,465	238,687	720,165	10,856	43,800	
Allegheny.	385								16,000					21,000	23,000																	44,800
Allegheny Corner.	18,252																															
Allegheny Int.	8,380																															
Allegheny Int.	5,640																															
Allegheny Int.	500,309	24,000				13,612									131,190								220			640	880					
Allegheny Int.	296,991	1,012	290			715		820	385			2,416		22,050							203		2,088			3,223	1,205	16,871	5,666			
Allegheny Int.	21,762																															
Allegheny Int.	1,500																															
Allegheny Int.	2,717,279					20,565			6,842						16,474								11,856		8,000	3,258	29,815	1,812	2,611			
Allegheny Int.	77,874																															
Allegheny Int.	2,965																															
Allegheny Int.	6,774,758													7,081	4,854				2,255							1,504	2,513	13,612	6,279			
Allegheny Int.	1,152,521														13,137					175							620		140			
Allegheny Int.	1,413,117														2,324				1,200				20,616			471		379				
Allegheny Int.	1,360,325														1,168				1,900							210		127				
Allegheny Int.	4,860,657								20,000														4,145			216						
Allegheny Int.	2,144																															
Allegheny Int.	6,124,777	8,700							6,600					58,100	22				17,907				126									
Allegheny Int.	1,216,310																						18			217	178					
Allegheny Int.	4,098,795					1,788									132	8,204			482			5,771					883		180			
Allegheny Int.	6,130,101					720		10,777						18,520	4,660				73,762		35,840		78,362			4,945	23,335	15,456	67,374	2,622		
Allegheny Int.	785,569																															
Allegheny Int.	1,327,618																		7,000													
Allegheny Int.	347,226																															
Allegheny Int.	6,415,546	94,700													288,200	907,870			1,956,950	54,800	35		4,512,459			651,750	1,047,228	714,215	4,409,938	210,320		
Allegheny Int.	883,834	8,000		9,091								245							64,503	21,313						47,990	36,000		43,500			
Allegheny Int.	311,828		12,202			13,986													100													
Allegheny Int.	436,071													74,380	37,200				148,742				389,400			54,000	78,515	18,823	12,314			
Allegheny Int.	385,045																		10,440				19,500									
Allegheny Int.	4,077,254					340		1,170	250					4,210	870				35,165				341,975			9,810	60,175	160	8,177			
Allegheny Int.																																
Allegheny Int.	592,715																															
Allegheny Int.	1,841,815																						1,415			1,695	885	200	1,590			
Allegheny Int.																																
Allegheny Int.	1,671,056															730				1,664				50								
Allegheny Int.	1,009,302															136				3,200				257,056			200			18,800		
Allegheny Int.	241,634																	365														
Allegheny Int.	3,409,994																			1,391												
Allegheny Int.	1,036,646																			22,190												
Allegheny Int.	8,169,845																			39,270										2,685		
Allegheny Int.	608,875								10,000											51,170				4,960			105,000			993		
Allegheny Int.	419,728								10,450											8,400							450					
Allegheny Int.	2,535,913															115														185		
Allegheny Int.	2,499,121					18,000														3,600				160								
Allegheny Int.	1,149,694																						18,800									
Allegheny Int.	55,150,280								18,000						20,900	206,800				5,697,300				2,418,430			81,000	21,150	18,100	21,700		
Allegheny Int.	1,849,065																						3,954	141,365						157,600		
Allegheny Int.	1,131,355																			1,298												
Allegheny Int.	2,945,980	54,000	36,000			170,000								55,200	154,500		18,000		372,800				422,100						18,000	92,400	18,000	
Allegheny Int.	4,355,407	180,000							252,000					360,000	928,000		36,000		596,900				19,700			18,000	73,300	198,500	108,400	108,400		
Allegheny Int.	3,550													90,000																		
Allegheny Int.	147,391																									36,000						
Allegheny Int.	709,578																			180							143	553				
Allegheny Int.	916,029																			140												
Allegheny Int.	968,883											56								140												
Allegheny Int.																																
Allegheny Int.	2,573,639																															
Allegheny Int.	3,296,061																															
Allegheny Int.	36,300																															
Allegheny Int.	11,281,824																															
Allegheny Int.	3,025,107																															
Allegheny Int.	1,102,304											310																				
Allegheny Int.	228,378											1,714			18,000																	
Allegheny Int.	1,837,945																															
Allegheny Int.	3,139																															
Allegheny Int.	25,403																															
Allegheny Int.	1,489,513																															
Allegheny Int.	35,036																															
Allegheny Int.	908,463																															
Allegheny Int.	45,880																															
Allegheny Int.	4,400,582											10,600																				



*sent from each Station to each Station on the Pennsylvania Railroad.*

51	4,553,848	3,197,766	4,653,787	45,790,146	41,044	2,611	5,934,893	1,957,241	743,701	1,446	267,164	1,519	9,387	2,177	7,533	190,973	550,032	245,193	340,161	100	87,933,491	54,960,819	1,303,511	58,620	14,294,080	168,639	3,131,900	959,692	133,211	2,000
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# ANNUAL REPORT, 1859

ACCOUNTING DEPARTMENT—STATEMENT No. 14.

*General Exhibit of Freight in Pounds sent from each Station to each Station on the Pennsylvania Railroad*

[illegible]



57,241	743,701	1,446	267,164	1,511	9,387	2,177	7,533	190,973	550,032	205,196	340,161	100	87,933,491	54,960,819	1,303,511	58,620	14,294,080	168,630	3,131,900	959,692	133,211	2,021,631	1,625,825	10,905,636	470,726
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FROM	TO	Manayunk.	New'n Hamilton.	Mt. Union.	Mapleton.	Mill Creek.	Huntingdon.	Petersburg.	Barre.	Spence Creek.	Birmingham.	Tyrone.	Tipton's.	Fostoria.	Bell's Mills.	Blair Furnace.	Altoona.	Duncansville.	Hollidaysburg.	Kittanning Point.	Gallitzin.	Lilly's.	Portage.	W. Moore.
Philadelphia.....		380	107,573	960,535	102,799	188,814	1,892,039	422,315		871,751	17,433	3,213,046	474,064	24,951	93,317	35,120	1,724,007	276,241	1,584,764		56,735	4,976	1,100	87,357
West Philadelphia.....																								
Athensville.....																								
White Hall.....																								
Morgan's Corner.....																								
Eagle.....																								
Paoli.....																								
West Chester Int.....																								
West Chester.....					65					265		178	3,210											
Steamboat.....																								
Int. Chester V. R. R.....																								
Downingtown.....																	1,246							
Thorndale.....																								
Caln.....																								
Coatesville.....				1,425			335	1,575		1,308		9,785							7,963					
Parkeburg.....										3,175							1,600							
Penningtonville.....																	3,095							
Christiana.....																	150			107				
Gap.....				1,732																				
Kinzer's.....																								
Leaman Place.....																								
Gordonville.....						4																		
Bird-in-hand.....						2,164							482											
Lancaster.....				465	11,775	2,625	12,181	6,830		9,905		6,302	2,725				4,367	485	18,053		5,0083			1,500
Salunga.....																								
Mount Joy.....												800							2,000					
Elizabethtown.....																								
Columbia.....		390	19,572			75	1,420	37,055		448,390		76,903	34,803				1,121	660	4,800					4,000
Wrightsville.....			24,715				2,320			1,960		1,015	14,620				2,150		1,600					
Wrightsv. York & G. R. R.....																								
Marietta.....							210					2,424												
Middletown.....		5,356				225						112					290						826	6,000
Harrisburg.....		3,320	10,220	3,030		4,295	131,680	27,310		225,955		459,095	39,117	155	20,460		943,252	5,385	88,108		2,385			6,000
Baltimore.....		11,048	11,280	8,545		4,894	198,232	6,149		51,144		347,559	74,357		1,170		101,399	21,000	194,520		11,86031	17,955		6,000
North. Central R. R.....																								
Cove.....							1,058																	
Duncannon.....		7,281	29,475	10,516		20,571	65,157	20,046		9,408		1,204	2,221				2,950		3,807			18,940		1,500
Bailey's.....																								
Newport.....		3,442			85		6,074			4,414		1,664					10,267		5,181					
Millerstown.....		56					1,179			208		6,667					1,073		367					
Thompsonstown.....						1,300																		
Perryville.....			1,506				1,906			45							1,515		127					1,500
Mifflin.....		539	12,680				1,889	7,345		758			1,500		246		14,810		915			230	115	7,000
Lewistown.....		10,397	25,365	2,365		21,514	30,879	4,322		8,548		352,113	9,679	8,120	26,560		101,192	390	18,327			1,560		3,000
McVeytown.....		1,992	6,123	110		215	2,90	1,500		6,680			309				3,366	1,200	2,618			50		
Newton Hamilton.....			2,415	4,197		505	1,705	80				4,455	17,200		17,500		18,837	25	22,454			2,150		115
Mount Union.....		1,978		59,932		1,758	78,259	28,088		10,135		28,733	24,619	270	1,397		56,241	6,917	33,350			1,755		
Mapleton.....		1,460	7,566			1,676	13,993	2,080		649		10,506					375,766							
Mill Creek.....		477	5,232	6,471			8,972	6,385		3,138		13,734			3,333		330,553		66					
Huntingdon.....		3,671	207,778	95,245		681,774		398,194		441,181	110	217,051	68,693	2,075	23,330		54,638	2,863	27,380			8,084	6,413	193
Petersburg.....		1,024	9,468	835		1,670	103,223		540	10,036	1,400	260,357	20,619	5,525	82,904		295,392	86,939	18,037			4,624	9,405	15,000
Spence Creek.....			7,265	150		482	250,615	1,690	10,701		26,052	233,194	57,418	3,311	89,736	6,786	207,831	3,333	24,014			11,530	2,660	6,413
Tyrone.....		1,800	4,507	8,890		23,355	90,032	44,449	7,867	29,679	590		7,674	4,112	43,540	585	88,940	22,216	62,576			3,253	8,992	6,555
Tipton's.....		23,000	6,565	2,075		700	138,570	145,975	6,150	144,210	616	46,495		1,417	11,450		414,118	19,825	69,449				12,975	
Fostoria.....						150	18,000			8,554		550	200		40		86,250		65,465			2,500		
Bell's Mills.....			165,776	72,000		638	267,720	247,108		200,710		25,463	9,140	7,030			706,184	32,080	424,001			1,600		7,500
Altoona.....		1,079	2,619			1,783	108,378	684,636		44,076	98	162,091	14,457	4,943	49,109			138,368	9,038			40,282	2,282	31,523
Duncansville.....		550					7,550	6,620	1,500	108,105		99,807	5,017	315	1,955	1,539	104,638		200			121,262	5,815	708
Hollidaysburg.....		3,398	4,462	427		534	44,399	12,040		9,310		100,750	142,693	17,498	163,807		1,459,291	54,250			208,415	7,734	36,860	6,463
Kittanning Point.....										36,200							22,500							
Gallitzin.....			44,200	32,700			42,395	600	18,000	18,000		4,750	19,000		18,000		645,421		588,356	18,360	252,000	8,116	3,041	600
Cresson.....							10,125	250		1,500		19,369	240				379,173	150			8,280		13,689	3,586
Lilly's.....							17,800	53,000		243,300	93,400	1,231,600	10,000		96,900		2,810,500	72,200	474,500			36,000	39,000	234,000
Wilmore.....							3,444	9,590		37,090		1,490					247,505	23,650	342,294			33,402	152,155	57,518
Johnstown.....		550			560	600	148,999	840		63,997		85,246			19,895		102,641	58,843	197,919			35	136,647	13,757
Nureh.....						40				20,405		655								93	45			47
Florence.....						1,542	225			161		12,400		900			1,119		116					
Lockport.....										36,000							178,400		435,448			121		
Bolivar.....							1,438					9,200							567,693					
Blairsville Int.....																						350		350
Blairsville.....							1,510			1,283		39,329		1,546			44,757	432	28,940			10,4	1,685	360
Black Lick.....																	7,700	1,074	132			1,1		
Homer's.....																	16,580							
Phillips' Mills.....																	300		200					
Indiana.....			75			10,000	10,000	3,495		23,112		4,659	2,055		272		17,873	140	1,550			1	2,695	3,465
Hillside.....																								100
Derry.....																			100					46
St. Clair.....																	516							
Latrobe.....				20			4,131	63				187,376	2,808	432			340,682	2,341	406			613	31,656	72,000
Greensburg.....		2,400								44							59,484	1,000	200			1,5	9,761	4,000
Penn.....										54,000							92,000							
Manor.....										1,080			4,752				235,788							



*Freight in Pounds sent from each Station to each Station on the Pennsylvania Railroad.*

	Winmore.	Summerhill.	Mineral Point.	Conemaugh.	Johnstown.	Conemaugh Fur.	Ninveh.	Florence.	Lockport.	Boltvar.	Plainsville Intersection.	Blairsville.	Black Lick.	Homer's.	Phillips' Mills.	Indiana.	Hillside.	Berry.	St. Clair.	Latrobe.	Beatty's.	Greensburg.	Graperville.	Penn.	Manor.	Irwin's.	Larimer's.	Stewart's.	Pittsburg and Conneville R.R.
	27,327	7,406	70	22,349	3,323,601		123,573	100,604	81,924	34,087		576,603	41,525	157,343	35,479	2,118,755	14,713	89,737	46,499	572,948		693,497			104,711	99,602	9,744	5,119	355,873
					990																	5,400							
					18,111							2,548																	
																847						3,120							
	1,940				2,762,411							5,249				28,000 3,460				14,145	4,454	4,067			589	3,170			
	4,590				201,691 96			752				2,775				21,235 140						1,200 385					1,500		
	6,662 68,813			14,435	824,335 227,959		7,361	430 700	1,720			10,275 53,514		120 4,250	2,080	82,011 188,873		165 465		1,390	30,676 61,942		46,650 73,271			29,670	760 21,861		
	1,908				540			94								202													
	1,955				960											6,950													
	27,535 330				25,375 5,795 225							11,755		150		126,648 61,100 350					36,400 50 68		1,400 310 150			4,000			
	1,115				161,910											7,692 900					14,973								
	1,226 13,905 15,789 57,546 34,600 150				76,120 455,993 33,008 52,253 5,535 36,000 1,106		7,06 1,080 95,372 4,905 1,260	7,313 570 1,305 7,400 8,885	7,313 570 1,305 7,400 8,885	2,800		1,271 1,801 198 11,965				29,333 8,209 63,209 31,387 20,527 25			18,410		35,175 10,020 45 36,405 30		750 6,600 3,559		150 300 180				
	7,725 33,986 60,650 155,718				233,005 2,478,259 1,088,335		250 3,682 95					3,375 3,240 24,320		140 300 5,293		4,941 301,827 50,193		599 200			19,905 1,525 3,211	18,000	2,146 2,400 13,489		50 8,000 224				
	3,320 262,068 254,400	10,800		500	65,629 308,356 154		250 3,547	550				18,150 250 885				61,915		18,000		200	632 300		139,250						
	624,205 189 150 8,100	41,927 113,281 370 7,637		1,206 200 5,207 8,525 2,337	937,671 121,795 134,181 5,679		4,695 1,250 30 2,850	905 1,250 30 1,260	905 1,250 30 1,260			3,584 7,799 25 1,541	4,388 200 600	330		38,455 12,976 1,030 552 36,000			93 1,823 29,582 245	42,000 574 17,030 26,310 1,822 37,820	174,960 40,902 90,700 75,112 2,315	415,176 40,902 90,700 75,112 30		3,752 2,425 62 36,000 2,875	305,485 162,581 43,806 1,670 38,000				
	96,282 100 2,530 50	3,932 1,290 160 940 109,345 22,093 53,052 402,096 16,746 33,176 21,267		1,290 822 499,017 109,345 22,093 53,052 402,096 16,746 33,176 21,267	937,671 121,795 134,181 5,679 7,732 8,313 1,195 2,935 666 2,680 1,137		4,695 1,250 30 2,850 1,260 2,935 666 2,680 1,137	905 1,250 30 1,260 905 1,250 30 1,260	905 1,250 30 1,260			3,584 7,799 25 1,541	4,388 200 600	330		38,455 12,976 1,030 552 36,000			93 1,823 29,582 245	42,000 574 17,030 26,310 1,822 37,820	174,960 40,902 90,700 75,112 2,315	415,176 40,902 90,700 75,112 30		3,752 2,425 62 36,000 2,875	305,485 162,581 43,806 1,670 38,000				
	100 2,530 50	3,932 1,290 160 940 109,345 22,093 53,052 402,096 16,746 33,176 21,267		1,290 822 499,017 109,345 22,093 53,052 402,096 16,746 33,176 21,267	937,671 121,795 134,181 5,679 7,732 8,313 1,195 2,935 666 2,680 1,137		4,695 1,250 30 2,850 1,260 2,935 666 2,680 1,137	905 1,250 30 1,260 905 1,250 30 1,260	905 1,250 30 1,260			3,584 7,799 25 1,541	4,388 200 600	330		38,455 12,976 1,030 552 36,000			93 1,823 29,582 245	42,000 574 17,030 26,310 1,822 37,820	174,960 40,902 90,700 75,112 2,315	415,176 40,902 90,700 75,112 30		3,752 2,425 62 36,000 2,875	305,485 162,581 43,806 1,670 38,000				
	2,946 72,957 18,071 46,000 102,192 26,330 8,900	78,922 2,054 14,000 5,400 4,400		12,000 4,892 4,400	350,640 210,131 292,202 472,472 66,735		7,234 6,618 16,000 1,530	60,320 47,540 78,000 225,242 73,000 600	19,268 2,408 3,051 2,742 1,111	10,425 3,051 16,620		13,075 20,990 8,956			2,532 3,556	310,630 34,700 12,000 200			4,100 16,500	300 300,165 50,561 2,340 1,710 750	300,165 36,150 110,550 699	1,071,271 36,150 110,550 699		17,283 40,538 13,358	10,240 4,904 8,654 4,113 4,675	4,904 798 200			
	50				641,926 3,570 485		38,550				1,800	3,598 1,400 200				15,256	357	7,051	472	72,029		67,083 4,600 16,720		18,590	41,949 1,200 710	73,672 25,200 4,930			
	35,718	257,144		20,554	14,402,171		293,186	214,168	269,643	242,704	22,348	562,854	45,323	194,706	51,207	3,746,362	355,170	101,930	131,054	2,439,641	3,464	4,276,930	9,986	87,606	1,176,820	681,693	584,075	563,126	12,961,010
	88,058	541,316	5,470	114,416	45,506,745	13,753	689,974	984,454	416,465	341,928	75,139	1,518,199	129,720	467,940	160,365	11,364,973	1,351,787	386,707	420,260	4,710,880	21,514	8,512,943	9,986	132,526	2,647,015	1,191,757	658,900	591,012	13,316,885



## ANNUAL REPORT, 1859.

## ACCOUNTING DEPARTMENT—STATEMENT No. 14.—Continued.

## General Exhibit of Freight in Pounds sent from each Station to each Station on the Pennsylvania Railroad.

	Tipton's.	Fostoria.	Bell's Mills.	Blair Furnace.	Altoona.	Duncansville.	Hollidaysburg.	Kittanning Pchut.	Gallitzin.	Cresson.	Lilly's.	Portage.	Wilmore.	Summerhill.	Mineral Point.	Conemaugh.	Johnstown.	Conemaugh Fur.	Nineveh.	Florence.	Lockport.	Bolivar.	Prairville Intersection.	Blairsville.	Black Lick.	Homer's.	Phillips' Mills.
046	474,004	24,951	93,317	35,120	1,724,007	276,241	1,584,764		56,738	262,405	4,976	1,100	627,327	7,406	70	22,349	3,323,601		123,573	100,604	81,924	34,057		576,603	41,525	157,343	35,47
178	3,210																990										
785					1,246												18,111							2,548			
696					1,600																						
733					3,095																						
302	482				150																						
800	2,725				4,367	485	18,059		5,000	583			1,940				2,762,411							5,249			
093							2,000																				
015	34,893				1,121	660	4,800						4,590				201,691				752			2,775			
112	14,629				2,150		1,600										96										
093					290							826															
559	39,117	155	20,460		943,282	5,385	83,108		275	5,385			6,602				824,338				430	1,720		10,275		120	2
204	74,357		1,170		101,399	21,000	194,520		11,865	8,031	17,955		68,813			14,435	227,959			7,361	700			53,514		4,280	
664	2,221				2,950		3,807				18,940		1,908				540				94						
667					10,267		5,181																	1,420			
630					1,073		397																				
113	1,500		246		1,515		127										960										
460	9,670	8,120	26,500		14,810		915			230	115										280						
455	300				101,192	390	18,327		1,560				27,535				25,375							11,755		150	
733	17,200		17,500		3,366	1,200	2,618			50			330				5,795										
000	24,619	270	1,337		56,241	6,917	33,350		62,150	1,755			1,115				161,910										
286	10,506				375,766																						
051	13,734		3,333		330,553		66						1,225				76,120			706	7,313						
357	68,603	2,075	23,330		54,638	2,863	27,380		88,088	16,413	193		13,903				455,993			1,080	570			1,271			
194	20,619	5,525	82,994		205,392	86,939	18,037		4,622	9,405			15,789				33,008			95,372	1,305	158	2,500	1,801			
495	57,418	3,311	89,736	6,786	207,831	3,333	24,014		11,530	2,660	6,413	150	57,546			600	52,253			4,905	7,400	3,180		198		2,895	
580	7,674	4,112	43,540	585	88,940	22,216	62,576		3,253	8,992	6,555		34,600				5,535			1,260				11,965		2,485	
463	200		11,450		414,118	19,825	69,449				12,973		150				36,000			8,885							
091	9,140	7,030			86,250	65,465			2,500								1,100										
807	14,457	4,943	49,109		706,181	32,080	424,001		1,600				7,725				233,005			250							
750	5,017	315	1,955	1,539	104,638	7,708	138,368	9,088	40,282	27,282	31,523	6,490	33,986			5,070	2,478,259			8,916	3,682	95		3,375		140	
750	142,633	17,498	165,807		1,459,291	54,250			121,262	5,815	708		60,650			2,045	1,088,335							3,240	810	300	
750	19,000		18,000		22,500		583,956	18,360	208,415	87,734	36,860	6,463	155,718	2,543		5,527	14,313,962			40,826	6,183	224		24,320	2,976	5,293	
369	240				645,421				252,000	158,116	3,041	600	3,320	10,800		500	65,629										
400	10,000		96,900		379,173	150	359,841		8,280		13,689	3,586	262,068			1,771	308,386			250	550						
246					2,810,500	72,200	474,500		3,000	99,000			254,400				154							18,150			
635					247,505	23,650	342,294		334	152,155	57,518	28,152	41,927			1,200	937,671			4,695	905			885		3,125	
400	900		19,895		102,641	58,843	197,919		35	136,647	13,757	6,039	524,205			200				39,341	14,719	3,884	4,388	15,624	3,795		
200					1,119		93	43			47		189			5,207	121,795			1,250	7,799	25	200	170			
329	1,546				3,600		116						150			8,525	134,181			30	13,173		1,541	2,855	330	7,290	200
329					178,400		435,448		12,675				8,100			2,337	5,679			2,850	1,260			2,085			
329					567,093											1,290	7,732			8,313	1,195	2,935		2,327		1,240	
329									350		350					160	822				666	2,680	1,137			6,284	
329					44,757	432	28,940		10,478	1,685	360	3,350	96,282			940	499,017			4,321	52,188	20,896	20,283	37,579		4,676	70,352
329					7,700	1,074	132		1,100							414											



[illegible]



35

Pe

996  
1,900

3,600  
9,621

4,972

4,415  
243  
2,274  
5,607

## ACCOUNTING DEPARTMENT—STATEMENT No. 18.

Statement of Coal shipped from each Station to each other Station, Pennsylvania Railroad, in Company's Cars, during the year 1859.

FROM	TO	Philadelphia.	Baltimore.	West Chester.	Downingtown.	Coatesville.	Gap.	Lemon Place.	Gordonville.	Bird in Hand.	Lancaster.	Columbia.	Harrisburg.	N. C. R. R.
Columbia.....	.....	54,900	.....	109,770	512,700	2,719,500	3,492,400	2,522,400	1,365,700	2,385,800	34,293,950	.....	.....	.....
Marietta .....	.....	.....	.....	.....	.....	240,000	258,500	.....	507,500	.....	8,000	.....	.....	.....
Harrisburg.....	62,700	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Huntingdon.....	50,818,323	.....	5,409,634	206,500	5,654,200	2,397,500	157,600	73,200	42,000	18,600	1,252,201	1,009,900	64,345,845	241,900
Kittanning Point.	.....	.....	.....	.....	.....	1,129,800	.....	.....	.....	.....	.....	.....	.....	.....
Galitzin .....	.....	.....	.....	.....	.....	.....	.....	.....	.....	155,500	.....	18,000	375,900	547,800
Cresson.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Lilly's.....	36,300	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	109,900	.....
Wilmore .....	.....	.....	135,700	.....	.....	.....	.....	.....	.....	.....	.....	.....	19,842	.....
Penn .....	5,903,610	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	54,000	.....
Manor .....	12,463,345	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	609,700	.....
Irwin's.....	82,944,375	.....	.....	1,058,000	1,736,800	.....	.....	.....	.....	.....	1,007,800	379,000	2,688,000	.....
Larimer's .....	64,270,890	.....	.....	.....	72,000	.....	.....	.....	.....	.....	.....	.....	1 058,300	.....
Pitts. & Con. R. R.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Brinton's.....	270,000	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Sundry Stations...	2,856,965	.....	55,800	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Totals .....	219,682,248	5,601,134	1,434,270	7,975,700	6,486,800	3,908,500	2,555,600	1,915,200	2,559,900	36,561,951	1,406,900	69,261,487	789,700	

STATEMENT No. 18—Continued.

FROM	TO	Duncan.	Lewis.	Peters.	Tyler.	Alto.	Duncan.	Holliday.	Johnston.	Indiana.	Greensburg.	Various Places.	Pittsburg.	TOTALS.
Columbia .....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1,511,800	.....	49,028,920
Marietta .....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1,000,000
Harrisburg .....	20,272	.....	.....	.....	207,000	901,900	.....	.....	.....	18,000	.....	216,000	200,000	1,633,872
Huntingdon .....	11,661,500	.....	2,291,600	374,900	165,600	18,000	.....	.....	34,900	.....	.....	1,498,700	9,500	147,082,103
Kittanning Point .....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	36,200	.....	1,106,000
Gallitzin .....	.....	.....	108,000	.....	.....	181,000	.....	.....	.....	.....	.....	547,500	.....	1,933,700
Cresson .....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	234,150	424,500	658,650
Lilly's .....	128,400	.....	.....	53,000	1,210,100	2,810,500	72,200	397,500	.....	.....	.....	812,400	1,498,800	7,129,100
Wilmore .....	241,210	.....	.....	590	.....	22,300	23,650	98,400	.....	.....	.....	208,570	040	750,302
Penn. ....	.....	.....	.....	.....	54,000	92,000	.....	.....	.....	36,000	190,000	167,000	.....	6,496,610
Manor .....	.....	.....	.....	.....	.....	180,000	.....	19,000	.....	228,000	839,000	329,000	.....	14,068,045
Irwin's .....	.....	.....	2,844,100	.....	344,500	221,100	40,000	607,000	150,500	.....	24,000	838,400	.....	94,892,575
Larimer's .....	.....	.....	268,000	.....	841,500	44,000	.....	1,952,500	.....	.....	108,000	114,500	18,000	68,747,090
Pitts. & Con. R. R. ....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	15,821,395	15,821,395
Brinton's .....	.....	.....	.....	.....	.....	.....	.....	75,000	593,000	.....	.....	249,000	.....	1,187,900
Sundry Stations .....	.....	.....	.....	77,600	166,300	141,100	.....	493,180	40,000	2,890,000	.....	1,340,400	942,000	9,003,255
Totals .....	12,051,382	.....	5,511,700	506,090	2,989,000	4,611,900	138,850	3,642,580	827,400	3,172,000	1,161,000	8,103,620	18,914,235	421,806,747

## ANNUAL REPORT, 1859.

## ACCOUNTING DEPARTMENT—STATEMENT No. 19.

*Statement of Monthly Tonnage and Earnings of Freight.*

1859. MONTHS.	Tons through freight.		Tons local freight.		Tons Moved.		Tons subject to State Tax.	Mileage of Taxed Tonnage	State Tax on Regular Tonnage	EARNINGS.			
	East.	West.	East.	West.	Total.	Freight Proper.				Tolls, &c.	Motive Power on Har. and Lane, R. R.	TOTAL.	
January ....	11288	4948	20292	9039	46227	29241	5988554	\$17965 66	\$252133 92	\$20325 03	\$281 48	\$272741 03	
February ...	9807	8413	20580	10532	49332	31876	6181566	19444 70	284308 18	20790 82	294 04	305393 04	
March .....	9940	12118	21844	14247	58149	38742	7903747	23711 26	347408 00	21616 49	432 56	369457 05	
April.....	13513	11099	20451	15350	60413	41795	8380328	25740 98	285445 14	21917 13	468 91	307831 18	
May.....	11225	8716	24212	14924	59077	36378	7635641	22906 92	246861 42	22094 48	453 55	263409 45	
June .....	7408	7110	27805	11528	56851	29420	6638386	18115 16	236879 61	19548 39	450 18	256878 18	
July .....	7212	6411	27361	11251	52235	26976	5418192	16254 57	229131 97	16722 35	246 28	245100 60	
August .....	6066	11988	32863	13093	61010	34353	6870290	20610 87	301214 02	21928 82	362 47	323505 31	
September,	8275	10684	34927	15730	69616	40760	7778241	23334 73	325975 47	19179 79	373 97	345529 23	
October.....	10840	9489	39508	20476	80313	40674	8391283	25173 85	321558 95	16512 12	341 35	338412 42	
November...	17984	7393	40638	16750	82765	42180	8815265	26415 80	293436 66	15200 20	386 66	309023 52	
December...	16209	5470	39893	13794	75366	37712	7683907	22751 72	303376 95	15045 98	407 21	318830 14	
Totals,	129767	103839	350374	170374	754354	430107	87485400	\$262456 22	\$3121730 29	\$229882 20	\$1498 60	\$3666111 15	



## INDIVIDUAL CARS.—STATEMENT No. 19---Continued.

1859. MONTHS.	Tons Moved in Cars of Individ. on Pennsylvania Railroad Proper.		Tons Moved in Cars of Individ. on Philadelphia Division.		Tons Moved in Cars of Individ. on Philada. Div. and H. & L. R. R.		Tons Moved in Cars of Individ. on H. & L. R. R. Local Trade.		Tons Moved.	Mileage on the H. & L. R. R. in Cars of Individ. on which Motive Power is received.		Mileage of Taxed Tonnage.	State Tax on Individual Car Tonnage.
	East.	West.	East.	West.	East.	West.	East.	West.		East.	West.		
January.....	7,564	12,898	10,925	4,922	567	264	3,493	173	39,606	33,759	15,652	32,235	\$96 70
February.....	7,587	10,375	8,865	4,256	603	355	2,035	381	34,457	29,888	21,098	60,511	181 53
March.....	8,084	9,271	9,297	4,509	890	615	2,160	337	35,163	45,400	30,488	31,386	94 16
April.....	7,989	10,350	8,184	4,993	720	887	2,496	107	35,726	41,959	40,276	20,639	61 92
May.....	7,910	9,918	9,344	4,893	616	597	3,275	906	37,459	46,949	32,620	63,232	189 70
June.....	5,441	8,024	8,568	4,551	660	451	2,409	1,501	31,665	52,872	26,107	33,423	100 27
July.....	8,132	9,383	6,298	2,096	468	341	1,404	1,491	29,616	22,468	20,738	58,500	175 50
August.....	7,507	8,200	12,413	4,564	826	542	1,620	874	36,546	33,271	30,320	57,943	173 83
September.....	9,186	11,821	3,872	3,401	811	717	1,719	288	31,815	36,558	29,050	41,739	125 22
October.....	9,448	10,032	2,008	5,786	610	572	2,249	685	31,390	38,143	21,744	77,746	233 24
November.....	10,545	12,421	1,567	5,331	596	370	3,418	1,032	35,280	50,872	16,964	75,876	227 63
December.....	10,368	12,511	2,106	6,762	955	383	3,146	932	37,163	51,908	19,533	42,862	128 59
Totals.....	99,761	125,204	82,547	55,764	8,322	6,094	29,484	8,710	415,886	484,048	305,190	596,092	\$1,788 29

## ANNUAL REPORT, 1859.

## ACCOUNTING DEPARTMENT, STATEMENT NO. 20.

## PENNSYLVANIA RAILROAD CLASSIFICATION OF MERCHANDISE.

## ARTICLES OF FIRST CLASS.

Acids in car loads, owner's risk.	Furniture, new, not boxed, only taken by special contract.	Porter and Ale, in glass.
Acids, less than car loads, double first class rates, at owner's risk.	Feathers, Furs, Figs in drums.	Rattan, Russia Bristles.
Agricultural Implements, by special contract.	Fish (fresh,) prepaid.	Refrigerators.
Baskets, twice first-class rates.	Garden Seeds, Glass Ware, westward.	Steam Boilers, 30 ft. and under.
Batting, Blinds, Bonnets.	Grapes, in kegs.	Steam Boilers over 30 feet, one and a half first class rates.
Books, Boots and Shoes, Bread.	Hats and Caps.	Scythe Snathes, Scales and Scale Beams, not boxed.
Buffalo Robes, westward.	Hides, (dry,) loose.	Stoves, at owner's risk.
Brushes and Brooms.	Household Goods, (not furniture,) well boxed.	Sleighs, boxed, twice first class rates.
Bottled Liquors of all kinds.	Hair, in sacks, westward.	Sashes, glazed or unglazed.
Carboys, empty, owner's risk.	Indigo.	Stove Plates at owner's risk.
Camphene, in kegs or cans, at owner's risk of leakage.	India Rubber Goods, Ivory.	Stove Pipe.
Chairs, new, boxed or canvased, double first class rates.	Liquors, in glass.	Snakeroot.
Chairs, new, not packed, double first class rates and released.	Liquors, in bottles.	Sizing.
China ware, in boxes.	Lemons, sacked.	Stationery.
Carriages, well boxed, twice first class rates, at owner's risk.	Looking-glasses, Glass Plate, and Show Cases, double rates, except when released.	Trunks.
Cabinet ware, set up and boxed, twice first class rates.	Looking glasses, Glass Plate & Show Cases, first class rates, when released.	Tin Ware, boxed.
Cabinet Ware, knocked down, well boxed, first class rates.	Live Stock, at owner's risk.	Trees and Shrubby, boxed, owner's risk, prepaid.
Cedar and Wooden Ware.	Mattresses, twice first class rates.	Trees and Shrubby, baled, owner's risk, once and a half first class rates, prepaid.
Cards, Carpeting, Corks, Confectionery.	Mouldings and Picture Frames.	Twine.
Cigars, boxed and strapped.	Mats and Rugs.	Toys, boxed, once and a half first class rates.
Cassia, in mats, Caps.	Measures and Tubs.	Umbrellas.
Covers and Sieves, Clocks and Weights.	Moss, in sacks.	Veneering, westward, not boxed.
Copper and Brass Vessels.	Musical Instruments.	Venison, prepaid.
Demijohns, owner's risk, twice first class rates.	Mineral Water, in glass.	Wagons, (children's,) not boxed, twice first class rates.
Dry Goods, in boxes, bales and Trunks.	Nuts, in single sacks.	Wagons, (farming,)
Furniture, second-hand, first class, released.	Oysters, in kegs and cans, fresh.	Wagons and Hobby Horses, boxed, once and a half first-class rates.
Furniture, set up and boxed, twice first class rates.	Oranges, sacked, Oil, in glass.	Wax.
Furniture, knocked down, well boxed, first class rates.	Paper Hangings, not boxed.	Whips, Whalebone.
	Preserves, in glass, at owner's risk.	Wheelbarrows, Wooden Ware.
	Paintings and Pictures, well boxed, at owner's risk.	Wagon Felloes and Bows
	Pickles, in glass, at owner's risk, Palm Leaf, Peltries.	Willow Ware, twice first class rates.
	Printing Presses.	Wadding.
	Piano Fortes, at owner's risk.	Wine, in baskets and boxes.
		Woolen Yarn.

## ARTICLES OF SECOND CLASS.

Antimony, crude.	Buffalo, Bear and Deer Skins, in bales, eastward.	Cutlery, Chair Stuff, in rough.
Apples, dried and green.	Burlap and Duck.	Copper, in plates, sheets, bolts, pigs, wire, nails, rods, and files.
Baking Powders, Bed Cord.	Copper Flues.	Copper Bottoms.
Bags, Bagging, Bells, Bottles.	Cocoa Chocolate.	Cheese, boxes or casks, west'd.
Berries.	Coffee, ground, in boxes or bbls.	Congress and Bedford Water, in boxes or barrels.
Brimstone, in boxes or kegs.	Cassia, in bags or boxes.	Caudles, westward.
Binder's Boards, Burlaps.	Capstans, currants, dried.	
Bacon and Pork, westward.	China Ware, in casks.	
Blue Vitriol, Borax.		

Crockery, in boxes and bbls.	Leather, in rolls or boxes.	Raisins, through, Rags, in sacks.
Castile Soap, Cider Mills.	Liquor, in wood, Lignoricce.	Saleratus.
Chain, cotton, woolen, or hemp.	Lead Pipe, bar and sheet.	Soap, westward.
Cotton Waste.	Lampblack, Loaf Sugar.	Spices.
Dye Woods, in bags or barrel.	Machinery, boxed.	Starch, westward.
Duck.	Mahogany Boards and Plank.	Saddlery, Sarsines, in boxes.
Domestic Sheetting, Shirting,	Marble Slabs, except when re-	Sheep, and other skins, in bales.
Ticking, and Denims, in origi-	leased.	Straw Paper.
nal bales.	Marble Monuments, except	Shot, in bags, Sugar in bags.
Deer Skins, pressed.	when released.	Shoe Pegs.
Dairy Salt.	Moss, pressed, in bales.	Shoe Tacks.
Drugs and Medicines.	Manganese, Mechanics' Tools.	Scales and Scale-beams, boxed.
Eggs, in bbls., at owner's risk,	Melons, prepaid.	Sweet Potatoes.
<i>through.</i>	Mustard Seed.	Tobacco, in bales.
Emery, Extract of Coffee.	Nuts, in barrels or casks.	Tobacco, cut, in boxes or bbls.
Extract of Logwood.	Nuts, in double bags.	Tow, boxed, Tea, Type.
Flaxseed, Flax, boxed.	Oakum, Oil-Cloth.	Turpentine, spirits, less than 20
Ginger, Glue, Gum Copal.	Paints, in boxes and cans.	barrels.
Groceries, assorted, (not other-	Palm-Leaf, pressed.	Varnish.
wise specified.)	Printers' Ink, in kegs or bbls.	Veneering, boxed, westward.
Grass and Clover Seed.	Paper, in boxes, Pasteboard.	Wood in shapes.
Ginseng.	Peaches, dried, Printing Paper.	Willow Reeds, in bundles.
Gas Fixtures.	Prunes, in casks, Pepper.	Wine, in casks.
Guns and Rifles.	Paper Hangings, in boxes.	Whiskey and other domestic
Hides, dry, in bales.	Pumice Stone.	Liquors, westward.
Herring, in boxes and kegs.	Paper, wrapping.	Wool and Sheep Pelts.
Hemp, boxed.	Pea Nuts, eastward, less than	Wagon Hubs and Spokes.
Hollow Ware Castings, loose,	car loads.	Window Glass, westward.
<i>through,</i> less than car loads.	Pipes, clay.	Wrapping Paper.
Honey, Hoes, Hops.	Rags, uncompressed.	Yarn, pressed.
Ink, in glass.	Rubber Car Springs, loose.	Zinc, in rolls and sheets.
Iron Castings, light.	Rubber Packing, and Hose.	

## ARTICLES OF THIRD CLASS.

Ale, Beer, and Porter, in bbls.	Guano, Gunny Bags.	Nails, in bags, Nails, wrought.
Alcohol, westward.	Hardware, Hooks and Hinges.	Oils, in hhds. or bbls, <i>through,</i>
Anvils, Axes.	Hoofs, Horns, and Glue pieces.	except Lard, Rosin, Palm,
Barilla, Bones.	Hides, green, westward.	Cocon and Linseed Oils.
Black Lead, in bbls.	Hay, pressed, at owner's risk	Oil Cake, loose.
Bark and Cobb Mills.	from fire, Hair Rope.	Oysters, in pickle.
Bacon and Pork, salted, loose	Hemp, at owner's risk in all	Pork, salted, loose.
or in sacks, eastward.	cases.	Peanuts, eastw'd, full car loads.
Beans and Peas.	Hollow Ware, in casks.	Pork, dressed, in car load, at
Brass, not manufactured.	Hollow Ware Castings, <i>through,</i>	owner's risk.
Brick Presses.	in car loads.	Potatoes, Turnips.
Burr Blocks, eastward.	Hogs or Cattle Hair, packed.	Rubber Belting.
Blacking, shoe.	Ink, in casks.	Rubber Car Springs, in boxes
Cider, in bbls. or hhds.	Iron Safes, Iron Railing.	and casks.
Copper, in boxes or casks.	Iron Castings, large and plain.	Saltpetre, refined, in kegs.
Cheese, eastward.	Iron Flues.	Scythes, Shovels and Spades.
Camphene and Pine Oil, in bbls.	Iron Facings and Shutters.	Soda, in boxes.
Chains, loose.	Iron, hoop and sheet.	Spelter, Shot, in kegs.
Carriage Springs, Axles, Boxes.	Iron Wire, not otherwise speci-	Saleratus, eastward.
Cow-hide Whips.	fied.	Starch, eastward, Sand Paper.
Dye Woods, in stick.	Junk, Jute.	Veneers, eastward, Vinegar.
Epsom Salts, in bbls.	Ice, owner's risk.	Wire Fencing.
Forks, hay and manure.	Lead, in casks or pig, westward.	Window Glass, eastward.
Flour or Meal, in sacks.	Lightning Rods, in bundles.	White Lead and Zinc Paint, in
Gum Shellac, in original pkgs.	Madder, in hhds., Manilla.	kegs, loose, under 100 pounds
Glauber Salts.	*Mill-stones, finished.	weight.

## ARTICLES OF FOURTH CLASS.

Anchor, Alcohol, eastward.	Bale Rope, Bath Brick.	Chain Cable, Coffee, <i>through.</i>
Alum, in bbls. and hhds.	Bark, ground or unground.	*Cements.
Ashes, pot or pearl.	Bones, packed.	Chloride of Lime, Codfish.
Brimstone, in bbls. and hhds.	Beef, salted, in casks.	Copper, pig or ore, Cotton.
Bleaching Salts, Burr Blocks,	*Blooms and Aneonies.	Chains, in casks, Chickory.
westward.	Bone Dust, in casks.	Crucibles.
Boards & other sawed Lumber.	Bricks, Broken Castings.	Earth Paints, Earthen and
Barley, Barytes.	Car Wheels and Axles, Chalk.	Stone Ware, in crates and
Bacon and Pork, in casks or	Crockery, in crates and hhds.	hhds.
boxes, eastward.	Candles, eastward.	*Fire Bricks.

Flour in bbls., calculating 200 lbs. per barrel.	Lead, in pigs, eastward.	Saltpetre, except ref'd, in kegs.
Figs, in boxes and casks.	*Laths, Posts and Rails.	Soda, in kegs, bbls. and casks.
*Grain of all kinds, in bags or casks.	Molasses, <i>through</i> .	Sugar, in bbls., bbls. and boxes, <i>through</i> .
German Clay, Grindstones.	Mahogany Logs.	Soda Ash.
Gas Pipe.	*Marble, in blocks, unwrought.	Sand, in barrels.
Hams, Shoulders, and Sides, in casks and boxes, eastward.	Marble Slabs and manufactured Marble of all kinds, when released.	Soap, eastward.
Hides, green, eastward.	Mill Stones, in rough, Malt.	Soap, liquid, in barrels.
Horse Shoes, in packages.	Mannre, except Guano.	School Slates, in cases.
Iron Nuts and Rivets.	Marble Slabs, at owner's risk, released.	*Slate and Tile, for roofing.
Iron Fronts for buildings.	Nails and Spikes, Nail Rods.	Sumac, Salt, Soapstone.
Iron, bar, pig, boiler, band, railroad and scrap.	Oil Cake, in casks or boxes.	Straw Boards, eastward, Steel.
Iron Castings, heavy.	Oils, Lard, Cocoa, Palm, Rosin, and Linseed Oils.	Telegraph Wire.
Iron Bolts and Washers, in boxes or casks.	Oysters and Clams, in shell, at owner's risk.	Terra Japonica.
Iron Pipes.	Pickles, in barrels and casks.	Tin, Tar, Tallow, eastward.
Iron and other Ores.	Pitch, Plaster, Rosin.	Tobacco, leaf, in hhds. or boxes.
Iron, sheet and hoop, in car loads.	Putty.	Tobacco, manufactured.
Locomotive Tire.	Queensware, <i>through</i> .	Whiskey, eastward.
Lard and Lard Oil, <i>through</i> .	Railroad Chairs and Spikes.	Whiting, Water Pipes.
Lime, in barrels.	Rope, Rosin, Rigging, Rice.	Wire Rope.
	Rags, compressed.	Wool, foreign, pressed.
		White Lead and Zinc Paint, in kegs and casks, not under 100 lbs. weight.
		Zinc, sheet, in casks or cases.

## SPECIAL CLASS.

Coffee; Fish in bbls., or dry, salted; German Clay; Molasses; Pitch; Rosin; Rice; Salt Cake; Soda Ash; Sugar; Syrup.

Unenumerated articles taken at the rates charged on analogous or like articles.

Goods marked thus \* to be loaded and unloaded by owner or shipper.







